Labor—1915

## THE INDUSTRIAL COMMISSION

The New York Press 2/4/15

From the hearings up to date of the Federal Industrial Commission holding sessions at City Hall, a foreigner to these shores would never know that there were millions of black working people in this country who constitute the crux of its most crying labor evil. He would not believe that all these are industrially segregated not only in the former slave holding States, but most especially in those States which claim the greatest liberty and culture. He would never know that the labor unions formed for the uplift of labor, shrewdly and successfully stop the black laborer from rising in the industrial world beyond a beast of burden. He would never understand how in all union labor strikes and industrial disputes this, as a matter of opportunity, becomes the dark shadow menacing the efforts of white labor to reap its right reward. Finally, a foreigner would never think that any Federal Industrial Commission could be so purblind in its prejudice as to shut its eyes to such evident facts, as to fail to seek some remedy for these conditions. Yet such is the Federal Industrial Relations Commission. By some other name the Industrial Relations Commission would smell as sweet.

## WHY THIS INJUSTICE?

The New York Age 2/13/15

Why, Mayor Mitchel and Commissioner Woods, is it that the city deems it wise and necessary to license scores of "all night" cafes for white people and not one for colored people? There are hundreds of colored men and women in this city who are forced to work at night also. The Broadway and other white cafes are practically closed against them. Without your license they have no place of their own when off work in the early hours of the morning where they may go freely and without breaking the law. The Committee of Fourteen has been brutally unjust and unfair to the proprietors of the colored cafes about town. They have drawn here in this fair and cosmopolitan metropolis of the nation a color line that is foolish and untimely, and smacks of Rebel Dixie. Mr. Mayor and Mr. Commissioner, will you see that this injustice is done away with!

## BILL TO STOP GIVING OR TAKING TIPS DENOUNCED AS MURDER IN FIRST DEGREE

**Opposed as Measure to Deprive Colored Men of Means of Earning Honest Living.**

**Madison, Wis., March 31.**—Bellboys, porters on railroad trains, barbers, waiters and bootblacks came in numbers before the assembly committee on state affairs to protest against the Bosshard bill to prohibit tips. By the men in opposition the bill was characterized by all sorts of epithets "even to murder in the first degree." Colored men said it would deprive them of means of making honest livings. Senator Bosshard told of the public annoyance of the tipping habit. He believed that employers should pay their help sufficient wages so they would not be compelled to beg.

John Martel, a chef in a Milwaukee hotel, representing the waiters' union, asked by Assemblyman Woodward whether a man was given the same treatment whether he paid a tip or not, Martel said: "Not if he goes to that place the second time."

Charles Luker, porter in a barber shop in Milwaukee, declared that there were 20 per cent of the traveling men of the state who were short fare riders, who always wanted the porter or conductor to do something crooked; that "they want you to sit them beside some strange lady in the parlor car and if you don't they want to fight and this class is the root of all evil." Luker said it was largely this class of traveling men who desired the passage of an anti-tipping law. He said that under the bill he "could be pinched if I gave the preacher a dime on Sunday and he could be pinched for taking it."

## REFUTE R.R. PORTER'S WORD ON STAND

The New York 2/13/15

To the Editor of the New York News:

Dear Sir — Kindly permit me, through the valuable columns of your paper, to say a few words in reference to the reported testimony of Mr. G. W. Sylvester before the United States Commission on Industrial Relations.

The New York American of Wednesday, April 7, informs us that at an investigation held in Chicago by the above-named Commission, G. W. Sylvester, "a Pullman porter," testified that if Congress passed an anti-tipping law, and the porters' wages were not raised, a passenger getting on a car with $2 in his clothes would not be safe.

Mr. Editor, I do not know if Mr. Sylvester is a man who thinks before he speaks, or how much of a thinker he is, but I do know that every intelligent porter bitterly resents his infamous and pernicious statement. Mr. Sylvester has branded us all as men to whom intrinsic honesty is unknown; he tells the Commission that not only are we void of that sense of honor which compels the faithful performance of our duties, but that our honesty depends on the price we are paid for it. How degraded must we all be! How heartless and ungrateful when, because of an anti-tipping law, we would turn on our best friends, "even the people we are employed to serve and care for," and rob them.

Mr. Editor, we view this matter very seriously, for it reflects not only on Pullman porters, but on the entire race, and I am asking you to assist us in putting before our friends, the travelling public, the fact that we are not such thieves as the irresponsible Sylvester would have them believe, but are men possessed with honor and honesty enough to faithfully perform our duties, and respect the Eighth Commandment.

Thanking you for the space,
I am, very truly,
E. SAMUEL.

New York, April 12, 1915.

## LABOR UNIONS.

The Chicago Defender 2/8/15

ALL WINTER LONG the mechanic and the laborer by the day had little or nothing to do. Times were hard, work was scarce. Many were forced to appeal to charitable organizations to keep the wolf from the door. Today the sun is shining on both sides of the street, contractors are calling for workmen and in some instances the wage paid is far in excess of what the workman is really worth, for when once a member of a union, regardless of your ability, you demand and receive the same compensation for your work that a better workman does. That is the advantage in belonging to such organizations. It is difficult for the average person to see the logic in calling a strike at the present time, all for the matter of a wage increase of a few cents, when workmen have so long been idle, and when they need money so badly. Yet a few hot-headed leaders have so decreed and the poor man with perhaps a large family to support must bow to the inevitable. Principle is a great thing; so, also, is bread and butter. The fight between capital and labor isn't all one sided. There are numerous instances where capital grinds to earth the laborer, and still other cases where the laborer receives liberal compensation. It is to protect the latter class that some measures should be taken to discriminate between the wheat and chaff. This lack of discrimination has put the unions in bad repute many times unnecessarily, and, too, the unions are just beginning to realize they cannot fight the battle successfully without enlisting the aid of the colored workmen, whom they have kept out of their organizations purely through prejudice until the colored man receiving no favors at their hands felt perfectly justified in siding with the employers who gave them a living; nor can they be blamed for so doing. There is every reason why the colored man should be taken into the unions. He forms a large per cent of our working class, is efficient and reliable. In the South he has been given a chance and made good. Why not give him the same opportunity in the North? Whenever a union shuts the door in the face of a colored workman they are giving the enemy just that much more ammunition to fight with. How long will they sleep with the light in their eyes?

## PULLMAN PORTER'S PAY.

The Chicago Defender 2/13/15

IT IS AN UNDISPUTED FACT that the Pullman porter must be paid for his labor that he may live and support, if needs be, his family. Whether the Pullman Company or the general public should do this supporting is a horse of another color. Up to the present time porters have been receiving that munificent salary of $27.50 per month. It doesn't take much of a mathematician to figure out how he can live comfortably on that amount, especially if he is married and has a family. To start with he should be able to get a small flat for about thirty dollars, food and clothing, at their present prices, undoubtedly will cost a few cents more, and if he cares to take a street car ride, buy an ice cream soda or take in a movie, all he'll have to do is to mortgage his furniture, borrow from Peter to pay Paul or some simple thing like that to raise the funds. Just how he did these things the Pullman Company never knew and cared less. The general public with their liberal system of tipping came to the rescue and made it possible for these young men to earn a decent living. Now the federal commission on industrial relations are probing into working con-

ditions and Robert Todd Lincoln, the surviving son of Abraham Lincoln and chairman of the board of directors of the Pullman Company, appeared before them and confessed that he regards the Pullman system of employment as wrong, but he blames the public and not the company for the existence of the system. He thinks the company has been a benefactor to the race but intends to bring the question of wages up before the next meeting of the directing board of the Pullman Company with a view of having them increased. There are two ways of looking at this benefactor proposition, the porter was given employment not especially because he was colored, but because he could render the service required at a much lower wage than would have to be paid, perhaps, a white porter. There is nothing especially elevating about the work, and absolutely no advancement. It gives employment to hundreds of our young men, it is true, and were it not for the tips the wages paid would tempt and almost compel many to be dishonest in order to live. That the matter is being thrashed out by those in authority is gratifying to note, and the porter cannot help but benefit in the long run.

### HOW DIFFERENT—WE.

THE REASON, AND THE ONE great reason, the race is kicked so hard, is because it refuses to open its eyes. LISTEN, the Pullman Company pays their porters $27.50 per month and fine them if a comb, towel or soap cake is taken from their car, besides paying for their meals and a decent place to sleep, and if a passenger chooses to slap their faces on one side and wishes to slap the other, and they refuse to take operation thirty days or a discharge is imposed.

BUT LOOK, the "L" and surface line men in our city (white of course) both native and foreign, told the company and the city if you can split the profit of $2,421.25 fifty fifty so to speak, you can give me living wages. Then these white men get everything cheaper with a CHANCE of promotion, and yet they kick.

The Defender feels that if the Pullman Company don't care to give the living wages they could at least give them a chance to rise in the service to a higher degree than an ABLE-BODIED porter; or when he is 75 or 80 years old make a night watchman of him when he had done that duty for over thirty years before, and to SOAK the porter good and strong. Each Fourth of July the company will cut a $7,000,000 melon for its stockholders; on the same day the porter's pay in fines and lay-offs something like $5,000 in the aggregate, and this is placing it mildly. Yet there are a number of porters "white folks niggers" who would have the world believe that they can live on the amount paid and we believe them, for they are of the one room cabin stripe, and have never been used to anything. The Defender is pleading for that class of porter who does not PLAY THE NIGGER; attends strictly to business, does his duty to the passengers and does not go around telling the brakeman and "con" his family history, but gives the company a full forty-eight hours for a day and then goes to his dungeon only to be scourged by the little upstart if he oversleeps. The porter need never hope for a thing so long as they refuse to demand it. THE LAW will be of no assistance; the slaves were given their freedom, but look at him today—a worse slave than of yore. HE, like the porter, will never be free until he demands his rights God gave him.

# PULLMAN COMPANY REFUSES PORTERS HIGHER WAGES

Chicago Defender

## President Lincoln Piqued Over Recent Federal Commission Investigation—Holds Directors' Meeting, but the Porter Is Not Considered, Showing the Company's Displeasure Over the Activities of the Committee on Industrial Relations.

8/2/15

## CHAIRMAN WALSH CALLS PRESIDENT LINCOLN TO TIME

### Reminds Him of Promise He Made Board to Consider Matter, and Says Only Reason Is "Indifference to Men's Welfare," Conductors Are Also Affected—Labor, Staff and Other Reports.

The failure of the board of directors of the Pullman Palace Car company to raise the wages of the porters and conductors in its employ as agreed through its president, Robert T. Lincoln, son of Abraham Lincoln, has aroused the ire of Frank P. Walsh, chairman of the Federal Commission on Industrial Relations. When the hearing on wage conditions of its employees was conducted in Washington, Mr. Lincoln admitted under oath that in his opinion the porters were poorly paid. He promised the commission that at the next annual meeting these conditions would be remedied. Last Friday the annual meeting was held, but nothing was done to relieve the situation which was found to be so deplorable in regard to the low wages paid porters by the company.

**Direct Slap at Chairman Walsh.**

This is taken to be a direct slap at the Industrial Commission by the officials of the Pullman company. Commenting upon the actions of the directors at their annual meeting, Chairman Walsh made this caustic statement:

"It is stated in effect that the company has denied increases to its men as a means of showing its resentment at the activities of this commission, and particularly at an alleged report of this commission criticising or condemning the company for its failure to pay living wages.

**Indifference to Men's Welfare.**

"The only criticism of the inadequate wages paid by this enormously wealthy corporation contained in the files of this commission, consists of testimony by former employes and admissions by Robert T. Lincoln, chairman of the company's board of directors, made at a public hearing in Washington, that the wages of porters and conductors are too low.

"The company's failure to act, after the assurance of Mr. Lincoln that he would bring up the matter at the next meeting of the board, and after his own admission that part of the company's huge profits were derived by under-payment of its faithful employes, can be explained only by the indifference and disregard of its wealthy directors as to the well being of the faithful employes who man its cars.

"To refuse justice to these employes because of pique at the action of this commission in exposing conditions of employment in its car service is a policy that needs no comment."

**Porters' Hope Only a Dream.**

It had been the hope of the thousands of Pullman porters and those dependent upon them for support after Mr. Lincoln had admitted before the commission that they were poorly paid, coupled with his promise to bring the matter to the attention of the board of directors, that something would be done to give this large class of its employes some relief from the burdens under which they struggle by reason of the unquestionably inadequate compensation for their services.

The report of the commission will be submitted to the next congress with recommendations that appropriate legislation be enacted to compel this immensely wealthy corporation to pay its employes living wages.

# NEGRO FIREMEN MAY LOSE JOBS

## Carter Says Firemen Are Not Able to Read Rule Books

Advertiser

## CHEAP MEN ARE USED

1/28/15

CHICAGO, Jan. 27.—Accusations that the Brotherhood of Locomotive Firemen and Enginemen was trying to deprive negro firemen of their jobs, were made at today's session of the board of arbitration in the western railroad wage earning.

The question arose whether the firemen of the Yazoo and Mississippi Valley Railroad, an Illinois Central subsidiary, were party to the arbitration. Evidence as to the participation of the firemen mentioned in the arbitration will be submitted later, and the board will render a decision.

James Sheean, attorney for the railroads, asserted that the reason the enginemen wanted the negro firemen included was so that white men might displace them in their positions. "If it works out that way," said W. S. Carter, counsel for the enginemen, "it will be the fault of the railroads. They hire negroes because they are cheaper. Many of them cannot even read the rule books."

Labor—1915

## THE NIGHT RIDERS

After this lapse of time since the New Madrid affair, we are able to take a calm, dispassionate view of the matter. One feature of the situation particularly impresses us.

It is not the unwarranted attacks of the night riders; we are used to these disgraceful outbreaks. It is not the flight of the three hundred Negroes from the homes they worked long and hard to buy or build; the average Negro will run before he will fight.

What impresses us most is the failure of the white men to stand by and defend the workers who had been faithful and loyal, some of them for years.

The real issue is not that the Negroes were willing to work under conditions, or at wages, not satisfactory to the white workers. That is their privilege and their right.

The real issue is that they were not **protected** in that right. The militia could not be sent to the scene of trouble until the sheriff had exhausted every local means to quell the riot, and the white men **refused** to come to the sheriff's aid. The **employers** of these Negroes who worked under conditions and at wages white workers would not accept—the employers who **profited** by this Negro labor, **refused** to come to the sheriff's aid.

The white man, not the Negro, failed to do his duty. It only goes to show that when the **real test** comes, we cannot bank on the friendship of the white man.

Meantime, our colored brothers of New Madrid probably forgot that it is the **right** to arm themselves in defense against these night riders, and in defense of their constitutional heritage of "life, liberty and the pursuit of happiness."

Out of Detroit also comes the following despatch:

### GIRL WAITERS ON DINING CARS.

**Business Increased in Michigan Since Negroes Were Replaced.**

Detroit, January 2.—Detroit executives of the Michigan Central Railway are having tested a plan whereby Negro waiters in dining cars will be replaced by white women. Employees say the business has greatly increased since the young women, dressed in plain black dresses and white caps, were put on duty.

The test is hardly a fair one for the men. White girls, colored girls, Indian girls, Japanese girls, or any other pretty girls neatly dressed, would increase business. If, however, the white girls prove to be more efficient waiters than the colored men, then the matter is serious.

It is bad enough for Negroes to be forced out of work, but when, through their own lack of efficiency, they lose certain lines of employment, it is criminal on their part.

This has often been the case, especially with waiters. Negro waiters once controlled the hotels of New York, the white waiters displaced them through sheer superiority of efficiency.

There are gray-haired waiters in the Waldorf-Astoria and other such hotels who can buy and sell many of the people they wait on. These men make a study, no, more than that, they make an art of their business. They stick to their work as steadily as a bank clerk sticks to his.

Colored men lost their grip on the New York hotels for several reasons; one was, they did not care to work in town the entire year; when the weather got warm they preferred to work at some seaside resort. It is sad to see all of this lucrative work taken absolutely away from them.

If success in life can be summed up in any few words they would be "whatever you are engaged in doing, do it to the best of your ability." If a man is a waiter he should make himself the very best waiter possible. This does not preclude him from aspiring to be something else, a lawyer, for example; it simply means that while he is a waiter he should be the best possible, it is then quite likely that he will make a decent lawyer.

## THE WAGE BASIS

By Z. WITHERS

In our modern system the question of wages paid the worker is a reflection upon the intelligence of society. The "pay concept" reaching back into the past and arranges itself with a group of thoughts something as follows: "Man will not work without force." "He can receive pay on the basis of his active part only." "That which he does is for himself." "He is entitled to the product of his labor." "He will not labor except to satisfy his wants."

Such thoughts are, indeed, so well established into our minds that we do not question their wisdom or logic.

* * *

Universal suffering has been the result of applying this primative idea (of which society is abeased) to modern development and culture. Art, science and invention nerves us forward, each generation of men developing from past groups; but advance has been made upon the machine and its product, while the condition of the worker has remained in the cobwebs of the past.

The Pullman porter belongs to the old wage scheme, but to a new group of workmen. The wheels of progress have only recently given us the Pullman car, and a new problem—the Pullman porter. No, not a new problem, but we have created an addition to the old one. Now can you imagine our remote ancestors in the early years of the world development grouping about as best they could, surviving through the fiercest competition, ultimately forced to gather in common defense against a common foe—hunger, want, exposure and disease.

* * *

Group development continued to grow as society became more staple, due to labor and its products. Increased production and surplus accumulation and increased population and you have the evolution from the beginning to our present advancement. Slave labor was first, wage labor follows, and soon to be followed by a higher labor—social labor. The Pullman porter is only one incident of a diseased and outworn custom which long since should have been abolished.

Our wage basis is more false than any system of lying that we could invoke. The necessities of a man is based upon his output. The Pullman porter illustrates the point. Here is a man serving society in its highest form. His service is indispensable to society in its present form. It requires almost superhuman endurance to perform this man's task. His work is fatigueing, requiring constant effort and vigilance. His hours are long and tedious; the end of a run is the destination of a car. If you purchase a ticket at Chicago for San Francisco you, at the same time, procure the constant attention of the Pullman porter for the entire trip. His vigilance is constant over you; you are to be protected in every way, as is also your personal effects.

* * *

While you sleep he guards you and that which belongs to you. It requires more energy to perform this class of labor than any other kind. The dull monotony of routine is a fixed charge upon the reserve forces of nature and only men of the most perfect health are capable of performing the duties. Supervised at every important station at which the train stops, supervisors of the service are careful to look into the smallest details to see that no effort is wanting in the direction of comfort and sanitary condition of the car and the patrons of the company well pleased. Each succeeding year finds new requirements for the porter, so zealous are the Pullman officials of maintaining their standard reputation of efficiency. With a 90 cents a day wage basis, let us look at the Pullman porter again and try to [illegible] him [illegible] to the group or society.

* * *

A family unit is properly our social basis. The state requires that its citizens shall perform certain duties as a requirement of public necessity—food, clothes, education and habitation. The average family of the United States is five persons. How can the Pullman porter supply the necessities of maintenance and upkeep of a home on 90 cents per day, while other workmen performing duties in similar relation receive an average of $3.50? A man's service to society is not to be judged from the vision of organized labor or capital, but that which we give in return to society for what was given him. The field of employment which gives less remuneration carries with it the greatest burden upon the worker. It is more pleasant to teach school than to perform manual labor, yet is not one as important as the other? The public must have clean homes, clean cities, clean railway trains, and we ourselves must be kept clean—someone has to perform that character of labor. Now, why should there be that difference in wages, respectability, etc., as we have today? The answer is simple. Maintenance of obsolete customs of decayed ages of the past and slavery.

Modern civilization increases interdependance of the individual and as we advance to a more complex form, (from increase specialization) the more increase ratio of dependance of individualism.

* * *

It is not intelligent to speak of your self as independent because it is unrational.

The yearning for independence is the longing for the primitive age to return to us again. To know our position in the social body is to be comprehensive of growing conditions of today. Society is the social body and through its organisms the world survives. Uses and customs of prehistoric ages have no proper relation to our present state of development and only for such theories and their abuses would there be the underpaid and the hopeless over fed; the criminal who is the derelict of human society, the prostitute the tool of modern lust and ancient heredity, and the slave of today.

* * *

The advantages of man over beast and his capability of surviving and mastery is his social power. Animals have no art, literature or culture—nothing survives them. We, man, on the other hand, inherit the art of a predecessor and consequently build upon the foundation of another. Thus it is shown that the word independent as applied to the social group has no meaning. Our wage basis is placed upon the theory of animal intelligence. We will not work except to satisfy our wants. This is not true. The inherit spirit of childhood is the very concept of industry. Men are grown up children and work is the natural flow of social energy. Social energy is the stimulant of life and that is why we are human. That is why we demand to know any reasonable convention of a ninety cent per day wage base for any human being

Why? And there is just one reason —the principles of slavery still survives with us. * * * * * *

# WHITE GIRLS ON DINING CARS; MEN WAITERS ANXIOUS

## Experiment of the Michigan Central Railway on the Toledo and Ohio Lines Causes Surprise and Consternation Among Employes.

### RACE MOST CONCERNED.

**Possible Use of Women as Dining Car Waitresses Would Throw Thousands of Men Out of One of The Few Remaining Avenues of Employment Allowed the Race.**

(Special to the Chicago Defender.)

Detroit, Mich., Jan. 8.—Afro-American railroad men throughout the country are eagerly watching events in this city. Tersely told, their jobs —that is, those who folow the art of waiting—hang in the balance. The officials of the Michigan Central Railway have put white girl waitresses on some of the dining cars as an experiment, they say; but the thousands of waiters view this so-called "experiment" with alarm.

**White Women Boost Trade.**

That a change of this kind was even contemplated was not generally known until last week. Sunday last, however, it was confirmed when the railroad officials stated through the daily press that "white women waitresses boosted trade in dining cars." Inquiry proved that several dining car crews had been laid off for a trip or two without any explanation. The news spread rapidly, and now there is unrest in many families where the bread-winner is a dining car waiter.

**Uniforms for White Waitresses.**

The white women waitresses have been used on the Toledo and Ohio line. If the innovation works well they are to be tried on other passenger runs out of Detroit. The women have a uniform, wearing plain black dresses with white caps and aprons. The Michigan Central Railway may enjoy the distinction of being the only railway in the country employing white women waitresses, but the all-absorbing question is, does it spell the doom of the time-honored, conventional waiter of color.

## SEGREGATION OF ANOTHER KIND.

In reply to an editorial inquiry made in the issue of February 1 we received a letter, that was published in last week's issue, which stated that long ago the New York trades unions adopted the policy of taking Negroes into their organizations and then giving them no work. Our correspondent went on to say that hundreds of skilled mechanics in New York are working at whatever they can find to do because they can get no work at their trades. This brings us up against segregation of another kind.

It is wise and proper to condemn segregation at all times and under all proper circumstances. It is an evil which we must fight continually. While condemning segregation, however, in Washington and in the South, we should not fail to give attention to this other kind of segregation right at home, which means more to the success of the masses of our people in Northern cities than we can imagine. The kind of segregation, which, practiced in New York, in Philadelphia, in Boston and in Chicago, debars a colored man from having an equal chance with the white man in the earning of a living and segregates him in the most vital and fundamental manner.

We should protest here in the North against the kind of segregation which prevents a colored man from laying brick on a brick wall, from working at the carpenter's bench with a white man, which prevents him from practicing the trade of an electrical engineer, or a steam fitter, or a plumber.

We should protest against the kind of segregation which confines colored people to the position of running elevators in offices or in department stores. We should protest against the kind of segregation which throughout the North tends to make of us a menial class of people and says, "Thus far shalt thou go and no farther."

Let us speak out strongly and in no uncertain terms against the industrial segregation, the business segregation, that exists right here in our Northern cities. It is easy to speak out against segregation that exists one hundred miles away, but with equal emphasis let us condemn the segregation that exists in nearly every office, in nearly every store, in nearly every business concern here in the North, which segregates colored people to menial employment.

# NEGROES IN FLOOD DISTRICT BADLY TREATED

**FORCED TO WORK IN RAIN BY UNITED STATES SOLDIERS. SLEEP IN ONE ROOM ON WET FLOOR. RELIEF COMMITTEE AT TEXAS CITY APPEALS FOR AID.**

Special to The Argus:

Texas City, Texas, August 24.—The Colored Relief Committee of this city is appealing to the American negro and especially the National Association for the Advancement of Colored People to aid more than 500 of the race who are in distress on account of the recent big storm.

In the circular sent out, complaint is made that many are without shelter or household goods. The communication goes farther to state: "In face of all this, our race alone were made prisoners and forced to work on the streets five days in the rain, and ofttimes in ditches waist deep, under United States soldiers at the point of a gun. Our women were treated most shamefully, kept under guard of United States soldiers and the sick were not allowed medical attention. Those who attempted to escape were threatened with a whipping."

The article presents many pitiful and inhuman instances and states that no effort was made to save their furniture and clothing and all is lost. In their appeals for aid, they ask that all contributions be sent to R. P. Breed, secretary, P. O. Box 542 (American Express), Texas City, Texas.

## HOUSEHOLD SERVANTS

We take great pleasure to-day in quoting in part the following editorial under the above caption from the New York Evening Sun of September 20. It should arouse every educator's and every social worker's interest in the progress of the race in this city and country to follow its wise suggestions:

Thousands of housekeepers who read of the murder of Mrs. Nichols, which was made possible by the unfaithfulness of one of her domestic servants, were forcibly reminded of the risks to property and even life which are constantly incurred by the employment of untrustworthy domestic servants whose training is usually next to nothing and whose "references" usually represent no responsible testimonial at all.

There is a good chance at least for experiment in the coincidence of two serious economic problems at present. The servant question presses very widely and the Negro problem is a constant. It might be worth while to try to recruit trained and capable house servants from this class.

Not one colored man in a thousand will ever be able to use any advanced book learning which he may attain laboriously. Half the colored men in town might become useful and desirable inside a house if the impulse to learn and submit to steady drill in learning were imparted in an intelligent and broadminded way. As to colored women, their domestic services are growing rapidly in demand, but their efficiency and value in wages and reputation as efficient persons could be increased to their great advantage.

Work along the line of little resistance often produces good results With help and discreet guidance the economic condition of colored people in New York could be considerably bettered.

Domestic training classes should be started. Colored men would do well during these days of world-wide war to equip themselves as artisans and trained workers. Now is the golden time.

## MUST FACE COMPETITION

Bp. John M. Parker of New Orleans, in Buffalo on last Thursday evening, said something which we hope every thoughtful colored man North, East, South and West will take seriously to himself. Among many false and foolish things he said this thing which is at one and the same time a truth and a warning:

"Our forests and mineral deposits are the richest in the world, but we are just beginning to learn how to develop them. When the people of the United States grasp this fact the South is going to be one of the most thickly populated regions in the country. The colored race will then be forced to face labor competition which they must meet or disappear. We need an influx of experienced farmers and business men. The opportunities in the South are not of the kind which may be invested in from some northern point. They require young and active men on the ground."

That man who argues against unlimited industrial education for the South, especially her black youth, is either a fool or a knave. The black boy and girl of to-day must prepare himself or herself in every vocation and profession to grasp the golden opportunity now at their door. Throughout this country every colored man must be trained to meet the competition of the world or he will succumb in the sea of the survival of the fittest. The end of the European war will see America invaded by hordes of thrifty and industrious peasants now homeless and destitute. For just experience tells in every soil that those who think will govern those who toil. Buy land, keep on buying land, should be every black man's slogan. The colored boy in Massachusetts or Mississippi, in New York City or New Orleans who would be a man among men to-morrow must prepared to face competition or expect to sink beneath its wave.

Labor-1915

## UPLIFTING THE PULLMAN PORTER.

THIS FROM THE PITTSBURGH LEADER has a little meaning all its own and needs no comment: "The testimony of Robert T Lincoln, son the President who liberated 5,000,000 black men, women and children, that the Pullman wage system is one of the strongest uplifts for the Negro race, is astonishing, unless one moves over and gets the younger Lincoln's viewpoint. It doesn't take much to understand that his vision of the Negro is somewhat different from that of his distinguished sire. But the climax of Lincoln's testimony was the frank admission that it is the Pullman Company which is the actual beneficiary of the tipping system—not the Negro porters. Conceptions of the uplift where humankind is concerned, instead of hogs and cattle, which have a cash surrender value, naturally differ. But it is a unique view which describes a system of wages which force the worker to depend upon tips to supply the necessities of life. If it is the strongest uplift to pay men wages so low that it is impossible to support life upon them, we seem to be at the wrong end when any other course is adopted. For, if wages so low that the worker must rely upon charity to reach a living basis is uplift, then the industrial world has about arrived at the highest point in the curve of improvement in social conditions. Usually the cry of the Lincolns is that charity is an evil in that it makes paupers of its beneficiaries. Yet, here is this son of a great human man describing a wage system that compels its workers, whether they want to or not, to actually depend upon charity while doing normally useful labor. The uplift seems to have some indiscreet friends."

# ONE KILLED FIVE HUNDRED SHOTS FIRED

Nashville Globe

3-19-15

(Special to Globe.)

Pine Bluff, Ark., March 15—A tragedy resulting in the accidental death of one man occurred in the Negro settlement in the southeast portion of Pine Bluff called Hoboken, early Sunday morning when Winfield Epps, a Negro about 21 years of age, was shot in the breast by a shot gun fired by George O'Neal, another Negro who was Epps' neighbor and friend.

Shortly before 3 o'clock Sunday morning the residents of Lakeside were awakened by the noise of innumerable gun shots fired in Hoboken. Almost simultaneously one of the fire boys in Station No. 1 caught sight of a blaze in that direction. A few minutes later an alarm was turned in and the fire lads made a run to 1021 East Thirteenth avenue where a house owned by Lonnie Whiteside was in flames. All along their route they saw groups of Negroes, armed with revolvers, shot guns and rifles, standing in the streets or on their porches and firing in the air as if on some New Year's celebration. The Negroes had the idea that the supposed night riders who had posted warnings two weeks ago threatening death to residents of Hoboken unless they left the town had set fire to the house, and they seem panic stricken.

On the appearance of the fire department, their excitement was greatly relieved. Fire Chief Breiner said the Negroes hailed the appearance of the fire wagons with joy, and the shooting was stopped almost as suddenly as it began.

The fact that the Whiteside house was about eight blocks from the nearest fire plug prevented the fire boys making any very effective resistance against the flames, except with chemicals. The neighboring house at 1023 East Thirteenth, likewise owned by Whiteside soon caught on fire, spreading the flames to the two other houses at 1107 and 1109 E. Thirteenth. One of the later was the property of Mrs. M. P. Trulock, one being occupied and the other vacant. The total loss of the four is estimated at $2,000 or $2,500. The origin of the fire is unknown.

The shooting of Epps came about in an entirely accidental manner. O'Neal who lives at Seventeenth and Tennessee streets was awakened by the noise of shots fired on all sides of him. With the idea of night riders in his mind, he went out of his house taking a shot gun with him. Thinking to scare off any possible intruder who might be near his premises brought out of his house across the street by the shooting all around him. O'Neal fired his gun promiscuously the shot lodging in the breast of Wingfield Epps who had also been O'Neal who claimed he did not even see Epps or know that he was near by, heard a voice cry, "You've shot me." O'Neal hurried to the body of Epps who expired immediately, discovered who he had killed and returned to his house without informing anyone of what had taken place. Sunday morning he came to Sheriff Williams and made a clean breast of the part he had played in the affair. O'Neal was held in custody until 3:30 Sunday afternoon when Coroner H. E. Williams empaneled a jury who examined O'Neal and exonerated. The dead Negro was employed by Garland Brewster and bore a good reputation among his associates. Or [illegible] Winchester pump gun loaded with 15 shells and a pocket filled with shells.

A committee of prominent white citizens including Mayor Simon Bloom, Sheriff R. H. Williams, Fred Fox, and F. T. Rucker, on an invitation of the Negroes, made a trip to the Jerusalem Baptist Church at Fourteenth and Texas street Sunday evening and made short talks to a large audience composed largely of Negroes. The general tenor of their remarks was advice to the Negroes in Hoboken to disarm and keep cool heads. Mayor Bloom and the other speakers assured the crowd that all the city officials and the better element of white people throughout Pine Bluff were on their side for the punishment of any encroachers upon their personal rights and the enforcement of law and order. Mayor Bloom stated he was doing his best to run down the perpetrators of the threats to Negroes to leave town, that he had a special force of 20 plain clothes men who were trying to gain clues of the night riders, but if the Negroes persisted in using their guns when every wild rumor started he would have to call the men off, to prevent them being shot by accident.

Elder Stout of the church also made a talk to the Negroes, telling them to disarm and giving them excellent sensible ideas on the situation.

Perons who heard the shooting Sunday morning estimate the number of shots fired from 500 to 1,000 and the length of time the shooting continued from 15 minutes to half an hour. Local hardware and firearms men have done a lucrative business in selling firearms to terror stricken Negroes for the past two weeks and an outbreak of this kind had been expected. The Negroes of Hoboken have been worked up to such a state of excitement that it was dangerous for a white man to venture in that neighborhood after dark.

## GENE HOWARD IS HEAD OF CHICAGO BRANCH OF $10,000,000 COMPANY

The Chicago Defender

4/17/15

**Well-Known Chicago Man Wins Responsible Position Through Merit and Sticking to His Job.**

During the past week Mr. Jos. E. Howard, 6424 Eberhart avenue, familiarly called "Gene," was appointed Chicago manager of the office and salesroom of the National Publishing Company of Philadelphia. Mr. Howard assumes this responsible position after many years of faithful service in which he mastered every detail of the business and won the admiration of the officers of the company and his fellow employes by always being on the job.

It was about 15 years ago when young Howard arrived in Chicago from Racine, Wis. He applied for a position to the American Publishing House and was employed as a shipping clerk for two years. He was then transferred to the Chicago salesroom of the National Publishing Company of Philadelphia, occupying various positions with credit until he was rewarded by being made general manager, caring for all the business of the company from Chicago to the Pacific coast. The National Publishing Company is the largest manufacturer of books, bibles and leather goods in the United States and was recently reincorporated for $10,000,000. About five years ago Mr. Howard established as a side line the firm known as Howard, Chandler & Co., doing a general mail order business. This enterprise now has several hundred representatives, and young Howard is president of the company. This young man's success in life should be an inspiration to the boys of Chicago.

# PASADENA BANK COLLECTORS ARE AFRO-AMERICANS

## Twelve Hundred Members of the Race Important Factors in "Italy of America"—Fill Many Positions of Trust and Succeed in Business.

The Chicago Defender

## MANY PROPERTY OWNERS

10/17/14

**Real Estate of Right Kind—One Resident Refused $20,000 for Choice Corner Lot—Two Co-operative Associations.**

(Special to The Chicago Defender.)

Los Angeles, Cal., Oct. 16.—Few people visiting Pasadena, popularly known as the "Italy of America," are aware of the progress that its Afro-American population is making. There are about 41,000 inhabitants in Pasadena, 1,200 of whom are Afro-Americans, who are engaged in various occupations. An article in a recent periodical called attention to the fact that Pasadena was the cleanest city in the country. All of its streets are swept each day by men of the race, whose faithfulness to duty and thoroughness of work have secured them permanent situations.

**Successful in Business.**

The large buildings also are cared for by Afro-American janitors, who in addition to the work of cleaning, collect the rents of tenants all summer in the absence of owner or agent. Likewise Afro-American janitors are employed in the banks of the city; collections, such as "sight drafting," "go backs" and "checks" of all kinds, are done by these men. Other Afro-American citizens of Pasadena who have secured capital enough have gone into business.

Following is a list of the activities in which they are successfully engaged: Three barber shops, one ice cream parlor, two restaurants, one blacksmith shop, one shoe shop, two brick masons, two expressmen, three tailor shops, three hucksters, two rubbish contractors, one building contractor and one cateress who employs as many as twenty-three girls. Eighty per cent of the Afro-American population own their own homes, and these homes are spacious, well furnished and well kept for the most part. Some of these property owners have secured holdings which have greatly increased in value. One owner has recently refused $20,000 for his corner lot on Orange Grove avenue and Mondel drive.

**Co-operative Societies.**

The enterprise of the Pasadenans is shown in the organization of two co-operative associations, the Standard Mercantile Company and the San Gabriel Valley Investment Company, both

of which have secured property that is daily growing in value. They have built and maintained five churches—structures that would do credit to a larger population than this city possesses. The educational aspiration of the Pasadenans for their children is exhibited in the fact that the majority of the high school graduates from the city matriculate in higher institutions of learning; there are several in the Los Angeles Normal school, in the University of Southern California and in the universities of Illinois and Chicago.

Jos. E. (Gene) Howard.

# SOUTH TURNS TO THE NEGRO COOK

## Big Revival In Dixieland of The Old-Fashioned Southern Cooking

## FOREIGN HELP HAS FAILED

French Chef, German Baker, etc., Are Unable To Compete With Aunt Dinah's Fried Chicken, Hot Corn Bread and Sweet Potatoes.

## BIG DEMAND FOR NEGRO COOKS

### Cooking Schools Being Conducted To Provide Efficient Colored Help—Big Hotels Advertise That Cooking Is Done By Negroes.

Special to THE NEW YORK AGE.

Philadelphia, Pa., Dec. 8.—The South is again turning to the Negro cook, and old-fashioned dishes such as only "Aunt Dinah" can serve, are very much in demand these days, according to a correspondent of the Philadelphia Public Ledger, who writes from Atlanta, Ga., giving the following account of the latest revival in Dixieland:

"The South is planning a revival of the old-fashioned Southern cooking, and with it the old time Negro cook—the best in the world, any colonel will tell you—is coming back into her own. The French chef has been tried in the South, together with the French waiter, but, except in a few rare instances, they have failed to satisfy the peculiar demands of the Southern epicure, or even of the tourist, who, coming South, expects dishes peculiarly Southern, and the kind of dining room service that the trained Negro waiter can give.

Great Demand for Negro Cooks.

"The demand for capable Negro cooks is greater than the supply. Cognizance of this fact has been taken officially by Rock Hill, S. C., where a cooking school for colored women is being conducted, the expenses being borne jointly by the people, through the public schools, and one of the local public utility corporations. The only objection ever raised to the Southern Negro cook is that she is wasteful, and this, it is hoped will be overcome through the cooking school. In Georgia it is planned that the Georgia Federation of Women's Clubs lend its aid to the revival.

"The French chef, the German baker and the skilful Jap have all had their chance in the South. With the opening of each new and pretentious hotel there comes down to Dixie one or the other or all, and after a few months they, with the retinue of French waiters that came with them, wend their sorrowful way back to the East or West. They cannot compete with Aunt Dinah's fried chicken or her chicken pie. Their rolls of varied shapes do not take the place of her corn bread and muffins; their sweet potatoes aren't as sweet as Aunt Dinah's.

"One large Southern tourist hotel is advertising now that it employes no foreign help in the kitchen; that the cooking is all done by Negro women. Still another has as a feature of its service a little kitchen in plain view of the dining room, where Aunt Dinah is preparing fried chicken.

"The South may be wholly reconstructed in many ways, but the Negro woman cook is far from losing her place or her prestige."

## WORK FOR THE WORKMAN.

ARKANSANS DECLARE there is less friction between the races there than in any other Southern state. This condition is due to two causes: First, the work of the race teachers and ministers, who, for years, have stressed the respectability of honest labor, and, second, the desire of the white man to give work to the colored man who wants work. A willingness on the part of the one to work coupled with a willingness on the part of the other to give employment seemingly has solved the major portion of the so-called race problem in that state. The opportunity to work is the one great thing lacking in the North. Only certain menial positions are open, with here and there an exception. The South offers employment along many lines and while some unions bar the colored man from membership, they do not interfere with them working independently. Many of their finest buildings are erected by colored workmen. The railroads give employment to engineers firemen and dozens of other positions are open to them. So much for a section of the country where oppression seems the keenest It is a rare occurrence to see one of our workmen laying brick plastering, carpentering or assisting with the iron work in one of our skyscrapers, a condition that is due perhaps to the fact that we have comparatively few who know the different trades, and perhaps to the antipathy of the unions. Arkansas is demonstrating that order can be brought out of chaos by using good sound judgment and giving every man an equal chance to earn a living. When one class of citizens is deprived of this God-given opportunity and another aided and abetted, there is bound to be a clash, and it is justifiable.

## WARD BAKING CO. TIP TOP PEOPLE.

### Local Concern Employing Large Numbers of All Races, Finds that Treating All Men Right Brings Best Results—One Night at the Plant.

In these peculiar times when race prejudice runs riot and large business houses and manufacturing companies resort to all sorts of excuses in order to not employ the Afro-American, it is pleasing to note a large concern that employs all fit men regardless of race and finds no trouble, because it has learned how to treat all men alike.

**Head Porter Lectures.**

Tuesday night, upon the request of one of its employees a reporter for The Chicago Defender visited the Ward Baking Company plant at 57th and La Salle streets. The manufacturers of Tip-Top bread and other bakery products occupy a large building at that corner. The reporter was taken to the fourth floor to a large assembly room, which was comfortably filled with the Afro-American employees of the concern, and their friends. It was lecture night—that is, Mr. C. C. Del Rey, head porter, was giving one of the regular evening talks on the work of the company. It was learned that these talks were a part of the regular routine and on the nights they are given the eleven race employees are permitted to invite their friends to inspect the plant.

**Editor Gives Good Advice.**

Mr. R. S. Abbott, editor and publisher of The Chicago Defender, was invited to address the assemblage. He advised the men to always give the very best service and to always co-operate with the other employees to the best good of their employer.

An inspection of the plant was a revelation to the scribe. Modern machinery does wonderful work. Mr. Frank Smith has charge of all the stock in the house. Mr. C. C. Del Rey is the head porter, having as his assistants Joseph Crawford, James Crawford, Sidney Embry, Eugene Mitchell, Leroy Tillman, William Blackwell, William Henderson, Frank Mack, Clark Ellis.

**All Races Receive Sick Benefit.**

The only reason that there is no Afro-American bakers is because the union will not admit them to membership. Mr. Ward, his employees say, is a believer in equal rights to all men. This is manifested in the Ward Employees' Benefit Association. All of his employees belong to this society. Recently he gave $15,000 as a fund and last year $9,000 was drawn out in sick benefits, all races sharing alike.

The story was told of how this company made a bid for the Wabash Y. M. C. A. trade, but when Mr. Ward said that if the Wallace Baking Company was supplying them he would make no further effort, declaring that it was right for the race to patronize each other.

**SOUTH AGAIN TURNS TO NEGRO COOKS.**

Atlanta Correspondence to The Philadelphia Public Ledger.

The South is planning a revival of the old-fashioned Southern cooking, and with it the old-time negro cook, the best in the world any colonel will tell you, in coming back into her own. The French chef has been tried in the South, together with the French waiter, but, except for a few rare instances they have failed to satisfy the peculiar demands of the Southern epicure or even of the tourist, who, coming South, expects dishes peculiarly Southern, and the kind of dining room service that the trained negro can give.

The demand for capable negro cooks is greater than the supply. Cognizance of this fact has been taken officially by Rock Hill, S. C., where a cooking school for colored women is being conducted, the expenses being borne jointly by the people, through the public schools, and one of the local public utility corporations. The only objection ever raised to the Southern negro cook is that she is wasteful, and this, it is hoped, will be overcome through the cooking school. In Georgia it is planned that the Georgia Federation of Women's Clubs lend its aid to the revival.

The French chef, the German baker and the skillful Jap have all had their chance in the South. With the opening of each new and pretentious hotel there comes down to Dixie one or the other or all, and after a few months they, with the retinue of French waiters that came with them, wend their sorrowful way back to the East or West. They cannot compete with Aunt Dinah's fried chicken or her chicken pie. The rolls of varied shapes do not take the place of her corn bread and muffins; their sweet potatoes are not as sweet as Aunt Dinah's.

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The South may be wholly reconstructed in many ways, but the negro woman cook is far from losing her place or her prestige.

## GERMAN WAITERS TAKE PLACES FROM NEGROES

Special to THE NEW YORK AGE.

PATERSON, N. J., Sept. 15.—Sixteen Germans and Austrians who have been interned at Hoboken on the German ships were given jobs on Monday at the Hamilton Club, to which the mayor and other prominent officials belong. The Negro employes who have been there for many years were discharged.

Charles I. Morey, superintendent, is responsible for the change, which is evidently one of the steps being taken to care for the Germans forced to stay in this country because of the war.

Labor – 1915

Philadelphia North American

9 1915

# Fallacies Regarding the Labor Union

*By Charles Stelzle*

"UNIONISM has so much power for good and so many possibilities of evil that it must not be dealt with by employers as a mere enemy, notwithstanding those undeniable occasions when unions must be fought relentlessly to a finish. For the situation is permanent. It is childish to think that we can abolish labor unions; the public opinion of all nations has accepted them as fixtures. We must develop, not abolish them. And the employers, as sure as there is moral responsibility anywhere in the world, must assume a distinct share of the responsibility for the increase of their usefulness and for the correction of their faults. And we come a long way toward progressive unions whenever employers deal with them as friends."

So said a prominent employer of labor recently in addressing a group of commercial clubs.

Nothing is ever gained by mere denunciation. The time has come for a saner study of what Carlyle has called "the universal vital problem of the world." Sometimes the story of tyranny or lawlessness practiced by some trades unions is true, but this lawlessness is not an essential part of trades unionism, any more than "class rushes" or "hazing" are essential parts of the college curriculum. These are extraneous and incidental.

Labor unions are not ideal. But neither is the church ideal. Is it necessary to insist that because these institutions are not just what their truest friends and their most conscientious leaders desire them to be they should both be abolished? Somewhere a wise man said that "it is better to understand one's enemy than to silence him." Assuming, for the moment, that everything said against the labor unions is true, nevertheless it would be well to study the statements and the arguments of trades unionists themselves. There is unquestionably another side to the story.

The manager or superintendent of a great corporation who refuses to deal with the elected representatives of the trades union who may not be in the employ of the corporation sometimes fails to realize that he, himself, is the elected or appointed representative of the stockholders, thus practically becoming the business agent, or "walking delegate," of his corporation.

The unions do not demand equal earnings for all workmen, thus reducing the skilled workmen to the level of the lowest, as is so often insisted. They do insist that a minimum wage be paid, but there is nothing in the laws of the American Federation of Labor or any of its affiliated unions that prevents an employer from paying any employe as much more as he pleases. Nor, in connection with this, do the unions insist on the employment of incompetent men. Where agreements exist, the employer can hire any man he pleases, in compliance with the terms of the agreement. Where no agreement exists, the union exercises no jurisdiction in the matter, but in either case the employer has every right to discharge the incompetent, shiftless employe.

The American Federation of Labor does not draw the color line, nor do its affiliated national and international unions. A union that does cannot be admitted into affiliation with this body. A part of the pledge taken by every candidate for membership reads, "I promise never to discriminate against a fellow-worker on account of color, creed or nationality." Colored men are sometimes rejected, but there is no unjust discrimination in such cases, as white men are more often treated in a like manner. Even in the south, where race distinctions are so prevalent, the negroes have been admitted into the trades unions, while they have been barred from other organizations that are antagonistic to organized labor. The color barriers have been broken down by labor unions, and not his color, but his character, bars a negro when he is barred.

Trades unionism does not antagonize labor-saving machinery. It welcomes all such innovations. It does believe, however, that such machinery was intended to be a blessing, and in order that it may not become a curse a shorter workday is advocated, so that a large proportion of labor shall not be displaced and thus become sufferers instead of recipients of some of the benefits gained by modern inventions.

Trades unionism insists that it is not a labor trust. A trust excludes the many for the benefit of the few. Except in very rare instances, and then in only a few unimportant trades, trades unionism opens wide its door to every working man in the craft, frequently reducing the initiation fee in order to make it easier for the candidate. A trust is a close corporation; a trades union diligently seeks new members. Its officers are not high-salaried officials. They are usually underpaid, when one considers the character of the work and the other demands which are made upon them. The business agent of a labor union usually receives as his salary only the rate of wages that prevails in his craft.

The "walking delegate" does not have unlimited power in calling a strike. The men do not blindly follow his dictates. The business agent, as the "walking delegate" is known in labor union circles, can order a strike only when the question has been voted on by the members of the union. He then simply announces the strike. Sometimes he is given power to order a strike by the men themselves, in an extraordinary case, but even under such circumstances the action must be indorsed by those directly concerned. It is not his business to stir up trouble for peaceably inclined working men. He is considered the most successful business agent who keeps his men at work. Frequently he winks at open violations of stipulated agreements on the part of the employer in order to prevent a strike. He is really the "pastor" of his union. He visits the sick, he finds work for the unemployed, he cares for those in distress of any kind.

The officials of organized labor are usually men of good character. As in all other organizations, undesirable men will at times succeed in securing an office, but in the democratic labor movement such men can easily be removed, and are removed. Many of these officers, business agents, local officials and officials of national and international unions are members and officers in the various churches.

I sat one day in the office of a labor paper in a western city, and in the course of an hour six men casually dropped in to see the editor about matters of business. I discovered that every one of these men was either a member or officer of some church in that city.

Some time ago at a conference of ministers, to which had been invited the most representative man in the trades assembly of that city, it transpired that this representative was one of the most active churchmen in town.

The presidents of several labor unions which I have addressed are Presbyterian elders. I recently talked with three national officers in three different labor organizations, all living in the same city, and I discovered that all three were the most aggressive

officers in their particular churches.

The principle of the so-called "closed shop" is accepted in everyday business life; why may not an organization of working men, it is asked, similarly make a bargain with an organization of employers? The dealer will agree with the manufacturer to handle only a certain kind of goods. This is considered perfectly legitimate. Why does it seem unconstitutional when precisely the same bargain is entered into between the employer and his employes? The labor union says to the employer:

"We will agree to furnish you with competent men at so much a day. We can control the men in our organization, so we ask you to employ only our men, thus making your shop a union shop. If these outside men will agree to make the same contract with you that we have made, we shall be glad to have them come into our organization, thus giving them the same privileges that we enjoy."

The right to run one's business as one pleases must have its limitations. Great changes in the conception of personal and property rights have come as part of the democratic evolution. In some respects a man can run his business as he pleases, but in other respects public opinion, and frequently public law steps in and limits his exclusive control.

In virtually every instance where the rules of the labor union seem unjust or tyrannical, the men have been compelled, in self-defense, to establish such laws as would guarantee them some protection against further encroachment by unscrupulous employers. The extra five minutes at the end of the day in order to "finish a job" became a regular thing, and soon it lengthened into a quarter hour or longer, while frequently a protest brought only abuse. Hence the apparently arbitrary ruling that under no circumstances must a man work beyond the time limit. It is unfortunate that the fair employer must suffer with the unfair.

## NEGRO BOOKKEEPER FOR WHITE FIRM IN MISS.

Special to THE NEW YORK AGE.

GUNNISON, Miss., Nov. 30.—Russell B. Sugarmon, a young colored man of this city, enjoys the distinction of being the only colored man in the State, and perhaps in the South, employed as bookkeeper by a white concern at a handsome salary.

The W. T. Burn Cotton & Planting Company, whose business amounts to more than $100,000 annually, has retained the service of Mr. Sugarmon in this capacity for the past nine years.

Mr. Sugarmon's qualities and business judgment have made many friends among both races. He has given such satisfaction to his employers that they have retained him over all other applicants.

# PRESIDENT M. W. BOGAN MISTREATED

### A Fine Example of How the Best of Negroes Are Shown No Consideration for Their Worth and Work

Dr. Dogan's letter to Major Bell explains the case fully:

"August 24, 1915.

"Major General J. Franklin Bell, United States Army, Texas City, Texas:

"Dear Sir—I left Houston Wednesday morning, August 18th, in an automobile driven by H. Y. Potts, of Houston, in company with T. M. Fairchild, a colored real estate dealer of Houston, with the view of reaching Galveston to find my wife and children, who had just passed through the storm. When we left Houston we intended to make it to Virginia Point, and then into Galveston over the causeway. On reaching La Marque we met scores of people directly from Galveston via Texas City, who gave us the first news we had received from Galveston since Monday night; so we changed our plans, and decided to go to Texas City and then to Galveston by boat. Several white gentlemen with whom we talked told us we would experience very little trouble in reaching Galveston by that route. We motored hurriedly to Texas City, and then to the wharf to secure passage. As we left our car, we saw a long line of colored people whom we thought to be flood sufferers from near-by overflowed districts. We started around this line en route to the wharf, but an order came from a soldier near-by to fall in line. It then dawned upon me for the first time that the city was under martial law, and that these colored people, men and women, herded like cattle, were being driven they knew not where nor for what purpose, for they said they were not allowed to ask questions. I told the commanding officer that I was on my way to Galveston to see about my wife and children. His reply was, "Fall in line." When I again asked to be allowed to proceed to the wharf to take passage to Galveston, he rushed upon me and struck at me viciously with a gun, which I kept from hitting my head by dodging and throwing up my arm. He then leveled his gun at me and said he would drop me if I did not fall in line. I got in the march with many another dejected, bewildered man and woman, puzzled as to what all this meant and where it would end. Mr. Fairchild, my companion in affliction, asked several in line what they had done and where they were going. Their whispered replies were they were not allowed to talk. There was another automobile in our party, driven by a Mr. Conway and occupied by William Nickerson and F. G. Perkins, of the American Mutual Benefit Association, a colored organization of Houston, who were also en route to Galveston to find J. B. Grigsby, one of the officials of the company. These men were also made to get in line. Mr. Conway was even ordered out of his car and told to 'strike the mud.'

"At this point H. Y. Potts, the chauffeur of my car, a colored man, who could pass for white, and who had not been disturbed evidently because he was thought to be white, approached the officer and said he had brought our party down and was responsible for us. For the first time the officer allowed a statement as to who we were, the same coming from a supposed white man. After this official had talked with another official —presumably one higher up—we were allowed to get out of line, provided we would at once leave Texas City for Houston. Although in sight of Galveston, with the boat ready to leave the wharf for Galveston, I could only look in the direction of my loved ones while thoughts of their probable distress crowded in upon me. But for the fact that Mr. Potts was with us—a colored man who could pass for white—there is every reason to believe that we would have been detained in Texas City as vagrants or looters and put at work cleaning away the wreckage from the storm. It might here be stated that in the line of march were men and women, many of whom appeared as innocent of misdoing as we, but no white face was present to speak for them, so the last we saw of them they were trudging along up the muddy street. A singular thing is not a white man appeared to be molested, notwithstanding the fact many white strangers were in the city to our certain knowledge. That none but colored were arrested would also appear from the fact that Mr. Potts, the colored man in our party, who could easily be taken for a white man, was not questioned, while Mr. Conway, the chauffeur of the other car, whose race identity admitted of no question, was ordered out of his car and made to join the march.

"Now, Major General Bell, I appeal to you for a thorough investigation of the highly unjust treatment that I and my friends received at the hands of one of your soldiers, and of the mistreatment shown colored people generally as indicated above. I have been taught from a boy up to expect from United States soldiers fair play and protection; as a loyal citizen of this commonwealth I cannot be satisfied with less.

"Yours truly,

"M. W. DOGAN."

Labor—1915

# Negro and Domestic Science

Allow me to thank you for your articles on economics which appear in The Constitution from time to time. Much good is being accomplished through the efforts of organized women and I am impatient for concerted action in regard to industrial training for negroes. Education for the negro has long been free and I see some agitation for free school books for them. Industrial training is the greatest benefit that could be bestowed upon them, and should have first place in every negro school, for when they have had full benefit of the present school system throughout they are still inefficient in every branch of industry, and those who employ them must give them training and pay a wage, after having contributed to their education in taxes. Especially does this apply to those engaged as domestic servants. As a rule, they do everything indifferently; no one thing is well done, and I believe women must take steps in this direction in self-defense.

(MRS.) B. F. WATKINS,
West Third Street.
Jackson, Ga.

October 8, 1914.

**By Isma Dooly.**

Above is a plea from a well-known Georgia woman urging a system of domestic training for the negroes of Georgia through the common schools of the state.

It is the housekeepers's viewpoint, assuming that as long as the negro continues to live in the south, the south expects to draw from the race for domestic service, therefore that the negro at large should receive a training to fit him for that.

The viewpoint is logical if the negro himself were not a tax payer, and if there were not a constantly growing element of the race who are not equipping themselves for domestic service because they are not obliged to do so. In discussing any phase of the negro problem today it must be remembered they have been out of slavery in the south fifty years; that, although many of them have made little strides in racial development, according to the ideal of the white men, there are some of them who are self-supporting through farming, through the trades, through business and through professions. Therefore the problem of the negro can no longer be reckoned with on the idea that all negroes expect to be domestic servants. There are those who, because of their advancement along other lines, are divided into classes and degrees.

**The Facts.**

Admitting, as every fair-minded person, white or black, does admit, that a large element of the negro is logically the domestic laborer of the south; admitting that the negro of the present time, with the education he is getting, is not generally efficient as a domestic laborer, leaving much of the brunt of the training on the good housekeeper; admitting that a more rational training along more industrial lines would be the better for the negro himself, it must be remembered that it is not in the power of the state to say to the negro in the common school, "You have got to be a domestic laborer, therefore you take this form of education."

It must be remembered that when the negro was given his freedom and given his public school and given the privilege of choosing his school, he was at the same time, to a very large extent, deprived of that training which he had received in the home of the good housekeeper of the south, who not only gave him his moral lessons in the Sunday school, but gave him his lessons every day in what she thought it best for him to learn. That was when the negro belonged to that home as the child did, was its dependent.

And this was not the only radical change which came almost simultaneously with the freedom of slaves. City life became the object of both races and the change from the atmosphere of the plantation to the town changed rapidly many phases of southern life.

The interests of the women of the south became enlarged as the interests of women everywhere broadened. The good housekeeper found her responsibilities took her out of the home, still doing her duty—looking to the upbuilding of the church, the school, the hospital, the social institutions of all kinds.

**Other Changes.**

She has been more and more taken out of the home, and the negro has lost the opportunity of her training, when hired to her as the freeman; the training which had formerly made him the model domestic servant.

The conditions which have changed the routine life of the housekeeper in the south are natural. The change which has brought about the inefficiency of the negro servant is also perfectly natural, though the combination of conditions does go to make one of the many problems which come under the head of the "high cost of living" one moment and "lack of efficeincy" the next.

**Industrial Training.**

Even the more enlightened element of the negro realize that industrial training is the best for the negro at large. His benefactors who since the war have given largely to the education of the negro in the south have realized it, and the two greatest and most largely endowed institutions for negroes in this country—those at Hampton, Va., and Tuskeegee, Ala.—are planned and operated according to the industrial plan.

"Why, then," may ask the unthinking man or woman, "have we not better cooks and better domestic servants generally?"

One answer to this question is that Hampton, Va., would not, even with its large attendance, be able to supply the demand in Virginia alone for graduates of the institution; and the same would, no doubt, be reported by Tuskeegee.

Another answer is that though these institutions give industrial training, their purpose is to reach the negro race at large in the matter of building up their standards in the home, in the community, making self-supporting, law-abiding citizens of them.

These institutions are furnishing skilled artisans, farmers, housewives and teachers for the rural negro schools where the most needy of the race are. Records show that the women of these institutions are more frequently drawn from the country or country towns, and that, finishing their course of study, they go back to the country and teach, become the wives of negro farmers or employees on farms, and in many cases are the housewives in their own homes.

**A Good Suggestion.**

Returning to the suggestion from the prominent Georgia woman that the organized women of Georgia should take up the matter of obtaining industrial training for the negro, the answer is that this element of women have been working to that end for eighteen years, but they have not demanded the more practical education for the negro alone. They have asked for a more rational and practical system of education for the child of the state, regardless of color. They have been largely responsible for the introduction of more practical training being pushed more and more into the schools each day. They have felt that with the change in conditions coming under the social as well as industrial head that the equipment of good husbandmen and housewives was as necessary as the equipment of the inferior race to serve them.

It has been difficult to take away from the very people who needed it most the traditional idea of education which was altogether academic and to give them the more practical advantages, but the results are beginning to manifest themselves, and just so surely as efficiency comes in the conduct and management of the home of the state by the man and the woman at the head of it, just that surely will be seen an increased efficiency on the part of the domestic employee of the other race.

It will take time to realize a change of conditions, the result of fifty years' growing, even with the improvement and advancement along practical lines in the common schools. There are other ways to help conditions, and one is through the encouragement of domestic science schools for negroes, these already started in many cases by the negroes themselves.

**Domestic Science Schools.**

In Athens, Ga., there is an excellent school of this kind, and several have been started in Atlanta, but they have not received any general encouragement from housekeepers. Nor will housekeepers unite to work out their problems together. They will organize for everything but the working out of what they call their servant problem. They will not meet to discuss a standard of wage; to discuss a system of hours, or anything else pertaining to the regulation of domestic service, or the ethics of housekeepers in their relation to one another.

The question as to why the "organized women" do not take up this phase of the question may arise here again. To that it may be said the so-called organized women of Georgia numerically means about 25,000. They might even go so far as to organize 25,000 homes in the state, but what about all those other homes in the state? What right would they have to dictate to the woman not of the organization, and who for some reason has not chosen to go into the organization?

It must be remembered that the so-called "organized women" of Georgia have never, along any line they have been working, yet reached the average woman, or the woman who may be said to represent the majority of the women of the state.

That organization has failed cannot be the charge here, for organization has not yet been tried out. For instance, if all the 25,000 of the organized women had fulfilled their duty as members, they would have come very near gaining every good thing all women want. But it is the few of any organization who do the work; who really carry on the life of it. The same is true of men's organizations.

As valiantly as the "few" do work, their influence recorded in Georgia every day, it is only when an educational campaign has been made and women are forced to see their obligation to themselves and their homes, that they will get together, push for the training they believe is right for the child of the commonwealth, white and black, and get it.

The incident of the servant problem for the present will have to be handled, it would appear, locally in every community. Where the housekeepers unite to work it out and encourage domestic science schools, they can no doubt get good results.

The housekeeper individually will have to work out the problem. The next-door neighbor who stays at home cannot do it for her. The good and painstaking housekeepers will have to be the sufferers for their sisters who know nothing about the conduct of the home, and are largely responsible for the shiftless, untrained element of servants, now proving one of the obstructions to the happy conduct of the average home.

# THE INDUSTRIAL COMMISSION AND THE PULLMAN CO.

**Present Inquiry Only Small Part of Great Drawback to Struggling People—The Commission Should Investigate the Other Gigantic Concerns That Aid Unions in Barring Afro-American Labor.**

## STATE MAKES MEN WORK.

**6,500 Men, Majority Married, Support Their Families on Wage Scale of Which $27.50 Is Minimum and $49.00 Is Maximum, and Are Thankful for That—Let Commission Get at the Root of Trouble.**

**By Z. Withers.**

At the hearing of the industrial commission now sitting, the question of the wages paid the Pullman porter looms up on our vision with more or less importance. For what?

The officials of the Pullman company have been summoned to testify and have said that the company employs 6,500 Afro-Americans and their wages are $27.50 minimum and $49.00 maximum per month.

The company has been asked, through its officials, as to the sufficiency of the wages paid, and have said they did not make the wage basis. The truth of that statement is indisputable from an economic point.

**Answer Is Simple.**

Let us ask the commission man, factor or merchant why he does not pay $2.00 per bushel for potatoes or wheat when those commodities can be procured for less values.

The answer is simple and plain. Supply and demand is the inevitable law of commerce, trade and merchandising. No firm, however, with financial resources behind it can change that law.

This same law does and will apply to the Pullman company or any other corporation or individual, person or combination which is a part of our industrial system. To single out the Pullman company and attack it for its method of purchase of labor power, when every other individual or corporation avails itself of long-established rules of commercial practice, is hardly within the bounds of reason or logic.

If a peddler goes by your house today and sells to you articles of merchandise for less than cost of production you are not going to say, "Mr. Peddler, your potatoes (or apples, or whatever they might be) are worth three times your selling price," and forthwith give him $1.50 for that which he was willing to part with for 50 cents. We rather think that we display a rare piece of intelligence when we can buy what the other fellow is forced to sell for less than cost. Everybody seeks the bargain counter, and we suspect the very gentlemen who are making this inquiry are human beings in that respect.

**At Bargain Counter with Labor.**

The Afro-American is at the bargain counter with his labor power, and unionism and race prejudice has nigh excluded him from all sales of his labor. He must work because those who are dependent upon him must live—must have bread—and the state says that he must support them.

The commission should make inquiries and use the means in its power to do justice to the submerged tenth of which we have spoken, and inquire of large industries why it is that the Afro-American is not given an equal opportunity in the markets of labor.

**Vital Question.**

Indeed this is a vital question, affecting not only the Pullman company, but every institution that is a part of our industrial system.

We are consumers of merchandise and patrons of common carriers, and therefore an equal opportunity for marketing our labor power ranks with equal importance with every man's right to the enjoyment of the fullest liberty.

Thanks to the Pullman company, it has given bread to 6,000 Afro-American families, while others have refused this inherent right of natural liberty.

# LINCOLN FAVORS RAISE FOR PULLMAN PORTERS

## He Admits Wage System Is Antiquated and Is Not at All Nice.

Constitution 5-5-15

Washington, May 4.—Robert T. Lincoln, chairman of the board of directors of the Pullman company, frankly told the United States commission on industrial relations here today that he believed the system of paying sleeping car porters should be changed and that wages of Pullman car conductors should be increased. Both of these subjects he said would be taken up by the company's directors in the near future.

The son of President Lincoln freely discussed the subject of tips upon which negro porters are compelled to rely for a living. He insisted, however, that employment afforded the negro by the Pullman company has been one of the most uplifting opportunities the race has had.

**Wage System for Porters.**

While declaring his belief that tipping of Pullman porters by the public would continue even if the meager salary of $27.50 a month were increased, Mr. Lincoln admitted that the wage system for porters was antiquated and had given him considerable annoyance.

In 1902, he said, the pay of Pullman conductors was raised to $70 a month for the first six months. Salaries of conductors on special trains, he said, were $100 a month. The average, he thought, should be increased.

"Do you think the salary of $27.50 now paid negro porters as a minimum is enough to maintain his family in comfort and decency?" asked Chairman Walsh.

"Absolutely not," Mr. Lincoln replied. "That question has annoyed me much indeed."

Mr. Walsh mentioned a porter on a Pennsylvania train who is paid $27.50 a month, but earns $115.

"Would you or other officers of the Pullman company like to make a similar arrangement with the company for your financial dealings?" he asked.

"I frankly confess," Mr. Lincoln replied, "that I do not think this arrangement for Pullman porters is nice at all. It is an old system."

**Favors Raise for Conductors.**

"I believe," Mr. Lincoln said, "there ought to be some raise in the salary of conductors. I do not think it should be very much because their's is very easy duty."

"What do you know about the history of attempts made by Pullman company employees to organize and to improve their conditions?" Chairman Walsh asked.

"I never heard anything about any such efforts until these hearings began," Mr. Lincoln replied.

"Did you hear that your organization employed spotters and discharged men because of activity in trade union affairs?"

"I never heard of any such thing."

"Do you think a policy of discharging men for union activity and requiring absolute loyalty to the company is a proper one?" Mr. Walsh asked.

"If that is all involved in such a policy, no sir," Mr. Lincoln answered. "It depends entirely upon the character and the acts of the men. I fully recognize the rights of employees to organize."

Miss Frankie Wilson is head of the ... department in the Cottage Dye ... House, Indianapolis, Ind. Miss Wilson has been with this establishment five years and her thoroughness, quick, affability of manner and application to detail has made herself indispensable to the proprietor.

# ASK FOR U. S. LAW TO TAKE TIP FROM PULLMAN PORTER

8-26-15

## Labor Members of Federal Industrial Relations Board Add to Report.

Chicago Tribune

The labor faction of the federal commission on industrial relations, in the second section of the staff report prepared by Basil M. Manly and made public yesterday, has recommended to congress that the lowly Pullman porter be deprived of his tip. The nation's legislative body is asked to pass a statute making it unlawful to tip the employé of any public service corporation engaged in interstate commerce.

The theory of the report is that cutting off the tips will force the Pullman company to pay its negro men higher wages, but no travelers could be found who could vision a stern Pullman porter putting them off at the first station with a jail for handing him his morning's quarter. The farthest their imaginations would work in that direction was along the line that a porter might take advantage of the law were he handed a nickel or a measly dime, but a quarter—never!

**Vast Piling of Capital.**

The Pullman company, according to the report, is tremendously overcapitalized, having increased its capital from $36,000,000 in 1893 to $120,000,000 in 1915, without the investment of a single dollar on the part of the stockholders. It is set forth that the Pullman company enjoys a practical monopoly of the sleeping car service, and that its porters are obliged to secure tips from the public in order to live.

Other recommendations in the report call for stronger labor organizations, a wage for every able bodied workman sufficient to maintain in comfort a family of five, and a work day of not more than eight hours. It is suggested that the department of labor be developed and given more funds with which to carry on its work.

Universal suffrage for women is advocated.

Purchase and operation by the government of the telephone and telegraph lines of the country are called for. Also revision of taxes so that used and unused land will be taxed alike, but exempting improvements so as to force the utilization of unused land.

**Railroad Benefits Hit.**

Railroads are scored for the operation of mutual benefit societies, it being asserted that cases exist where employés were forced to join such associations and pay in money, receiving nothing if discharged. Legislation to prevent such practice is recommended.

Women and children, the report states, are exploited to a degree which menaces the future welfare of the nation, besides displacing men, who would be paid more. It is recommended that women receive the same compensation as men for the same grade of service.

Another whack is taken at the Rockefeller mining interests in Colorado, it being said a system of feudalism is maintained in connection with them. It is asserted the right of "free speech" and "assemblage upon the public highways" is violated.

## AN APPEAL TO THE AMERICAN NEGRO.

Texas City, Texas, Aug. 24, 1915.

The undersigned committee represents five hundred (500) colored people who have just emerged from one of the greatest storms in the history of this town. Many are without shelter or household goods. In the face of all this, our race alone were made prisoners and forced to work on the streets five days under United States soldiers at the point of a gun. Men were separated from their families. About two hundred were guarded at night in one room, and were compelled to sleep on a wet floor without anything to sleep on. Many were sick. The men were forced to work in the rain, and off time, the guards forcing them to get into ditches waist deep.

Conditions of 300 men: Our women were treated most shamefully. They were very sick and were not allowed medical attention. If a woman left the guard house she was pushed back and threatened to be whipped if she repeated it.

One old lady was carried to this condemned building on a cot, unable to walk. Her son was not allowed to see after her night or day. She was refused medical attention.

One woman who had a baby two weeks old was forced to stay there also. She may not live.

During this time there was no one to care for our belongings and as they had been submerged in the storm, naturally, clothing mildewed (some rotted). Furniture fell to pieces. (It is to be remembered that water stood from 3 to 4 feet inside most of our houses.)

Our constitutional right was denied us on account of color. Up to this date we have not been paid for the five days' work and the loss of this time and the losses in the storm, place us in the greatest distress. We, therefore, appeal to the American Negro for aid at once—money and dry goods. We call upon the press and the pulpit.

If we are not allowed full time for the time we were in prison until we were liberated, we are going into the courts of justice for redress, based on our constitutional rights.

We appeal to the National Association for the Advancement of Colored People to take up our cause in the East.

Respectfully,
REV. E .C. BRANCH, Chairman.
REV. S. H. McNEIL,
H. W. WATTS,
R. P. BREED, Secretary,
P. O. Box 542 (Am. Express.)
Texas City, Texas.
The Colored Relief Committee.

P. S.: We will soon organize a protective association for justice.

**Resolution.**

Texas City, Texas, Aug. 27, 1915.

We, your committee on resolutions, beg leave to submit the following report.

Whereas on the 18th day of August the city officials of this city, associated with the United States army, did unlawfully, humiliate the Negro population in the most shameful and disgraceful manner.

Whereas, these conditions did humiliate and punish our women and children to the fullest extent, and cause one death;

Therefore be it resolved, that we view these conditions from a malignant and prejudiced standpoint.

Be it further resolved, that we take it for the greatest insult that could be inflicted upon our race.

Be it further resolved that we furnish a copy of these resolutions to the Secretary of War, the Secretary of State, President Woodrow Wilson, Congressman Hon. Joe Eagle, Chief Justice White, and a copy to the white Associated Press and the National Negro Press Association.

Respectfully,
REV. E. C. BRANCH, Chairman.
R. P. BREED, Secretary,
REV. S. H. McNEIL,
Committee.

Omaha World Herald

AUG 24 1915

# USE GUNS TO FORCE NEGROES TO FIX LEVEE

## Causeways Broken at Newport, Ark.; Fear To Will Be Flood.

## Steamboats Rescuing Hundreds of Families From White River Flood District.

Little Rock, Ark., Aug. 23.—White river is coming over the Rock Island levee at Newport and the town will be flooded, according to reports here today. The $25,000 causeway just completed over Newport lake has broken.

Hundreds of volunteers today were working on the levee and negroes had been forced at the point of shot guns to join them. The Stevens Steel levee at Ingleside, near Newport, has broken.

Reports were received here last night that a family of five persons had been drowned in the bottoms near Oil Trough.

**Water Plants Useless.**

In Newport all business has been suspended. The water and electric light plants have been put out of commission by the water. The damage to crops in the White river bottoms will be enormous, as thousands of acres are flooded.

The steamers Muskogee and Mary G. Lucas are running day and night rescuing families from the overflowed districts, many of the dwellers of the lowlands being taken from trees.

Hundreds of head of stock driven out of the bottoms by the waters are roaming the streets of Newport and vicinity.

Houston, Tex.
Chronicle

MAR 8 0 1915

# PROTECTION FOR NEGRO EMPLOYES IS APPLIED FOR

White men in Trinity County have threatened with revolvers negroes working for the Trinity County Lumber Company, according to a suit for temporary injunction filed in the United States District Court at Houston. Captain Reed, deputy United States marshal, returned last night from Trinity after serving the defendants with citations to appear in court and show cause why a restraining order shall not be issued preventing them from tampering with the company's employes.

The negro employes were told by white men last November that they must abandon their employment or take the consequences, says the lumber company. "Masked men threatened them while at work," says the petition. Last month, it is claimed, several shots from a shotgun were fired into a lumber car containing negroes.

"Plaintiff has maintained amicable relations with its employes, and will continue to do so unless disturbed by persons who clearly have no right to do so," reads the petition.

The defendants are W. M. Gibson, Jesse Gibson, Lee Gibson, Cleon McClain, P. Ainsworth, William Davis and Howard Hathorne, all residing in Trinity County.

Between 80 and 90 negroes are employed by the company on its railroad from Groveton to Trinity, the total number of employes being about 250. The difficulties oncurred along this railroad, in which territory about a hundred whites reside.

Damages of $5000 are claimed, but the company states that the defendants are without funds, and that the only recourse is for a temporary injunction, later to become permanent The petition is sworn to by A. E. Ball superintendent.

**No Riot in Louisiana.** 3-6-15

Shreveport, La., March 5.—Reports received here last night of an alleged race riot in Claiborne parish, Louisiana, today proved to have been without foundation. Deputy sheriffs sent out from Homer, the parish seat, have returned from the scene of the alleged trouble, near the Arkansas state line, with information that the reports grew out of a misunderstanding between a white man and a negro over a land deal. There was no shooting.

Labor-1915

## NO COLOR LINE HERE

It is hard for one who does not know all the conditions in the South to understand the race relationship in this section between white and colored men. While there are many things of which we may justly complain, there are a number of instances where the colored man is treated with fairness and often has the sympathetic co-operation of his white neighbor. For example, at Yazoo City, Miss., the City Council, composed of white men, requested that the bids be submitted for the shoeing of horses and mules of the city. Mr. W. T. Gibbs, a white man, submitted a bid of ninety cents for mules and ninety-five cents for horses. Mr. W. T. Fletcher, a colored man, submitted a bid of one dollar per head. Mr. Fletcher was awarded the contract, although his price was above his competitor, and although further he was a colored man. This shows Mr. Fletcher must have a fine reputation as a horseshoer, and shows how the Council of Yazoo City means to be fair. Mr. Fletcher is a member of St. Stephen's Methodist Episcopal Church, Dr. J. M. Shumpert, pastor.

Henry E. Burris, colored mail carrier at the Rock Island (Iowa) postoffice, was tendered a banquet recently by the mail carriers of the Rock Island postoffice on the completion of twenty-five years continuous service. The gift from his fellow workmen was a leather traveling bag. Postmaster H. P. Simpson and Assistant Postmaster O. P. Olson, who were guests, made short talks. It is estimated that Carrier Burris has delivered over 1,000,000 pieces of mail during the years of his service. Mr. Burris, who is the first carrier so honored at the Rock Island postoffice, will wear in the future an emblem in the form of a star on each coat sleeve.

## IT IS AN OUTRAGE

We are publishing on page five of this issue an account of the outrageous treatment of President M. W. Dogan of Wiley University by the soldiers of Texas City, Tex. This account stirs one with indignation. At the bottom there was not only rank race hatred but the total absence of the discriminating sense which ought to possess every officer charged with preserving law and order. This incident shows how some men utterly disregard the rights of the Negro, regardless of the standing of the Negro. Any Negro faces the presumption that he is worthless, and therefore his word counts for nothing. This treatment of Dr. Dogan is nothing less than an outrage, and the commanding officer should see to it that the soldiers who thus roughly treated Dr. Dogan should be properly punished and dismissed from the service. If the officer in charge of the camp at Texas City does not take steps to punish the assaulter of Dr. Dogan, then we must take this incident to the city of Washington and lay it before the President of the nation. Think of it, a peaceful, cultured, useful citizen was outrageously treated, simply on account of his color, when there were other men who proceeded to Galveston without molestation simply because they were white.

We sympathize with Dr. Dogan, but his fate on that occasion could easily become the fate of any other Negro, and the country would believe the dispatch that went abroad or would not be disturbed, perhaps, if no dispatch was sent.

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Since writing the above we have received a statement, signed by the Colored Relief Committee—Rev. E. C. Branch, Chairman; Rev. S. H. McNeil, H. N. Watts, and R. P. Breed, Secretary. This statement gives further evidence of the mistreatment of the colored people at Texas City after the recent storm. Read what happened in a civilized country under men who have taken an oath to protect American citizens:

"Texas City, Tex., August 24, 1915.

"The undersigned Committee represents five hundred (500) colored people, who have just emerged from one of the greatest storms in the history of this town; many are without shelter or household goods. In the face of all this, our people alone were made prisoners and forced to work on the streets five days under United States soldiers at the point of a gun. Men were separated from their families. About two hundred were guarded at night in one room, and were compelled to sleep on a wet floor without anything to sleep on. Many were sick. The men were forced to work in the rain, and oft times the guards forced them to get in ditches waist deep.

"Conditions of 300 women: Our women were treated most shamefully; they were also kept under guard by the United States soldiers; many were very sick and were not allowed medical attention. If a woman left the guardhouse she was pushed back and threatened to be whipped if she repeated it.

"One old lady was carried to this condemned building on a cot, unable to walk. Her son was not allowed to see after her night or day. She was refused medical attention.

"One woman who had a baby two weeks old was forced to stay there also; she may not live.

"During this time there was no one to care for our belongings, and as they had been submerged in the storm, naturally, clothing mildewed (some rotted). Furniture fell to pieces. (It is to be remembered that water stood from three to four feet inside most of our houses.)"

This utter disregard of the rights of men and women makes one's blood boil. We need not mince words in condemning it; it is an outrage; it is a reflection upon the army of the Republic, and if the Government does not frown upon such a wanton disregard of the rights of others, it is a reflection upon the Republic.

We call upon our friends everywhere to help us in our efforts to punish the men wh are guilty of this outrage. They are u worthy to be soldiers of our common countr

## WHITE CHAUFFEURS OBJECT TO NEGRO DRIVER

Special to THE NEW YORK AGE.

MIAMI, Fla., March 23.—Members of the winter colony are up in arms because of the treatment accorded Charles Stultz, chauffeur for Edward Z. Stone, president of the Stone Printing and Manufacturing Company of Roanoke, Va.

Mr. Stone, accompanied by W. H. Lewis, superintendent of motive power of the Norfolk and Western Railroad, has been touring the South for several weeks in his auto, driven by Stultz, a Negro, who has been in Mr. Stone's employ for several years. The local organization of white chauffeurs threatened Stultz and stated he would not be allowed to drive in Miami. Mr. Stone appealed to the police for protection and was furnished two men, but was told he could not be given absolute protection.

Mr. Stone shipped his car to Roanoke, and went on to Havana in company with Mr. Lewis. Stultz returned home by train. Mr. Stone, in speaking of the incident, said that he had used Negro drivers all over the South, but never before experienced such outrageous treatment, which seemed peculiar to Miami. "I shall warn my friends in the North. I have submitted to the treatment merely to avoid trouble which the authorities admit they cannot prevent."

### Visitors Are Indignant.

The winter colony resented deeply the treatment accorded Mr. Stone and expressed themselves in emphatic terms.

Harry S. Black, who employs a Negro porter on his private car, said:

"The very idea that a man cannot come into Miami with Negro servants without being mobbed by a lot of ruffians is a disgrace to the community. Any aggregation of men that attempts to interfere with the rights of a Negro in his employment should be dealt with by the authorities. If an example were made of some of the ruffians it would inure to the standing of the community."

Henry S. T. Stewart, banker of Pittsburg, said:

"I cannot express myself too forcefully on the outrageous reception to Mr. Stone and his friends. If I kept a car in Miami and a Negro chauffeur he would drive for me if I had to carry a shotgun to protect him, and then if anything happened I would hold the city and county responsible."

"I would not allow anybody to dictate to me the color of my servant," said E. O. Eshelby, owner of the *Cincinnati Commercial Tribune*. "You may quote me as strongly as you like in denouncing the Miami authorities for allowing such a condition to exist. I would drive my car as I pleased, and if necessary would enforce my right with a gun."

Similar statements were made by Henry Sanford, James Deering and others of the winter colony.

## Training Servants

Charleston News and Courier.

"In Rock Hill," says The Southern School News, "there has been established a school for negro servants. The public schools of that town, in co-operation with the Rock Hill Gas Company, have fitted up a modern and model kitchen, employed a teacher of domestic science and opened the school. The teacher is a negro, a North Carolinian, and a graduate of Pratt Institute. It was thought that a Southern negro would be the best instructor for Southern servants. The work has been arranged in two groups, one class meeting at 3 o'clock and one at 7 in the evenings. Only working negro girls and women are admitted, the course being designed to produce better servants and to enable the workers to earn better wages. The course is being given free of charge."

The experiment which has been undertaken at Rock Hill is attracting rather wide attention. One of the leading Northern newspapers had an article about it a few days ago. Endorsement of the idea on the part of South Carolina newspapers is also beginning to come in. "With the great demand for competent negro servants, especially as cooks and nurses, it seems," suggests The Orangeburg Times and Democrat, "that schools could be profitably inaugurated in nearly every community."

What ought to be done, of course, is to utilize the public schools for the training of older negro boys and girls along practical lines. Marion has had such a course of instruction for years and so has Charleston. We believe that the results in Marion have been in the highest degree gratifynig. We know that this is true locally. And what has been accomplished in Marion and in Charleston might readily be accomplished in scores of other South Carolina communities at the present time and ultimately throughout the schools for negroes.

We are not undertaking to discredit the plan which is being tried out at Rock Hill. It will be judged by its fruits, and it may well be that it will prove the forerunner of many such establishments. But even though it should prove successful, it would not cover the needs of the situation as they should be covered. Only a limited number of working negro girls and women can be reached at best. It is almost like trying to wipe out adult illiteracy. Schools like that at Rock Hill should be used only for supplemental purposes. The main work ought to be done as a part of the regular work of the public school system. It would be if the white people of South Carolina were alive to their interests.

## MORE COOKING SCHOOLS.

There is nothing perhaps so important in life as good cooking—the kind of cooking that makes for health, long life and happiness, and which the Bard of Avon had in mind when he wrote, "Now, let digestion wait upon good appetite," or words to that effect.

The world, or a large part of it, has been deceived into the belief that good cooking is a matter of nationality, whereas, in fact, it is a matter of geography, and in this art—for it is an art—the south has an asset acknowledged the world over.

Harper's Weekly well presents the point in this editorial comment:

Southern cookery is booked for a renaissance, says a newspaper dispatch from Georgia. From Atlanta come tidings that the French chef and the French waiter have been tested in the south, and found wanting; and now the southern hotels are going back to the dishes that made Mammy famous. French cookery, all things considered, is the best in all the world; but the native touch is important. We talk of French cooking, but is there, strictly speaking, any such thing? The traveler in France well knows how local the dishes are, from the crepes of Brittany to the pates of the east, from Normandy's tripes to the bouillabaisse of Marseilles. Let us cultivate our kitchens intensively with respect to regional resources and habits. The Philadelphia Ledger's dispatch tells about the increasing demand for capable negro cooks, and states that at Rock Hill, S. C., a cooking school for negro women is running full blast, at the joint expense of the public school system and a local public utility corporation. "The only objection ever raised to the southern negro cook is that she is wasteful, and this, it is hoped, will be overcome through the cooking school." Baked onion soup, omelette Parmentier, bifteck Chateaubriand, French broths, golden croissants, Gallic brioches, babas au rhum—nothing could be finer; they delight us in Paris, and satisfy us even when transplanted to some unimaginative parvenu restaurant in London or New York. But Baltimore and Atlanta, Charleston and New Orleans, have their special cuisines; may they remove their own faults and develop their own gifts and tendencies.

The suggestion conveys its own lesson. Real southern cookery is the best in the world, particularly for those who live in the south, whether they are indigenous or transplanted.

The trouble is we have fallen away from the art—not those who know and appreciate the health-giving value of good southern cooking, but the great majority who have grown careless or indifferent, and appreciate too little the vast importance of one of the foremost elements that enters into the lengthening or shortening of life.

What we need is more good southern cooks and more cooking schools to make them.

It is difficult to understand why those among the southern negroes who look for and appreciate opportunities for the betterment of the race, have not considered this problem. It was the pride of the one-time southern negro cook to hear from the guest, "How delicious your biscuit. This is the finest fried chicken I have ever eaten."

Here is real opportunity. The south needs more of the old-time famous negro cook, whose efforts made stronger and healthier men and women.

Let's have more cooking schools and train more good cooks! It will mean a stronger, healthier and happier people.

## WHAT IS BEING DONE TO IMPROVE STATUS OF OUR NEGRO COOKS?

By Isma Dooly.

The Constitution's cooking school which was held in Atlanta last week under the direction of Mrs. Betty Wilson, an expert in culinary art, revealed a hopeful condition in the campaign for more intelligent conduct of the home, and directly pointed to the fact that something should be done to improve the status of colored domestic service in Atlanta.

Hundreds of women in every rank of life attended the cooking school and hundreds were turned away for want of space to accommodate them, though heretofore Taft hall, where the school was held, has been found adequate to hold the women of Atlanta in any interest they espoused. There never was a week where there were more diversions that catered to the patronage of women of all elements and tastes.

There were the "movies," the "Fashion Show," the exhibit of French art treasures. There were the usual social functions of the afternoon, and beautiful weather for out-of-door pastimes, yet it was at the cooking school the largest number of women assembled daily, on time, and with tense interest.

**Faithful Attendance.**

Whereas there doubtless were the few who went on single occasions, and those who went once out of curiosity and not again, more than the majority went regularly every afternoon taking the complete course, so excellently given by Mrs. Wilson.

It is idle to suggest that the great majority of these women do "not do their own cooking," do not expect to do it, and few expected to adopt culinary art as an avocation. Yet they, every one of them, felt the necessity there was to be equipped in this all-important part of the home—the part upon which the actual living is the most dependent.

Women, trained and untrained, as housekeepers are realizing the problems that confront them more and more every day. They realize that the cost of living becomes higher and that their comfort and well-being depends upon their direction of the home.

**Practical Knowledge.**

They realize that a practical knowledge of the "chemistry of foods." of the "value of the pure foods;" of the market values, and allegiance to home products, counts for little unless they know the very practical elements of cooking.

But now—what is being done to equip the individuals who are doing the cooking in the majority of Atlanta's homes today, and who will always be the logical ones to do it as long as the two races continue to live in the south?

What is being done to better train the colored girl and boy as domestic employees? What is being done to equip the negro woman, who comes in closest relation to the most important part in the "living" process of the home?

How many housekeepers in Atlanta have aided the domestic training schools the negroes themselves are establishing to better equip themselves for service?

Atlanta has put herself on record as seeing the necessity of giving every girl in Atlanta who goes to the Girls' High school the chance of a course in domestic science as an essential part of their training for life. Progressive citizens are going farther and urging that elementary classes in domestic science be made a part of the grammar school curriculum.

**No Practical Step.**

Yet, no practical step has been taken to equip the children of the negro schools for the particular lines of industry to which they are eligible and acceptable in the south.

Though the negro race is producing its classes and there are the men and women who, because of superior qualities and training and ability may choose their own avocations, professional or otherwise, the majority of the men and women of the race are logically the ones to fulfill the functions of domestic labor. By inheritance they are fitted for it, the present generation descended largely from that generation of faithful and efficient negroes who did the cooking when the south's living and hospitality were world-famed.

**Irrational Curriculum.**

Yet there is no provision in the public school system of Atlanta established for the negro where they get any training for the service they must engage in for a livelihood. In poorly constructed school houses they are crowded, and in badly ventilated rooms, where broken plastering on the walls and broken planks in the floor can give little idea of how the white man wants his home kept, or how to keep theirs.

The instruction they get may be the best of its kind, and they have a right to the rudimentary principles of the grammar school, but what do they learn about domestic service?

When the negro boy or girl leaves the school that the good negro laborer, and the faithful family cook, have struggled to keep them in, and start out to take care of themselves the next day, what can they do?

If they apply for work where the white boy who has had the grammar school training is applying, they are told "No," we do not employ colored labor here!"

"Can you cook?" asks the white housekeeper of the young, strong negro girl who applies.

"No, madam, but I can try," is the response.

"Can you do house-work, or can you nurse?" are the questions which follow, with the same reply.

"Every housekeeper cannot turn her kitchen into a training school, and comparatively few negroes can afford to send their children to schools established for special or domestic training. Therefore, the logical place for the negro child to get the rational training to make him more useful to himself and his white employer is in the public school—that part of our republic we are proud to call our greatest American institution.

I would like to see a group of Atlanta's thoughtful men and women put their heads together to decide what the curriculum should be in the public schools for the negro child, giving him full opportunity for the academic training which is his right and the same opportunity to acquire knowledge to equip him as a useful individual in the direction where the demand for him is greatest. The representative negroes of Atlanta would gladly indorse this movement and give the benefit of their experience to help push it. When the right curriculum were agreed upon, and presented by people representing the city-at-large, I can not believe that the city fathers in authority would refuse to give the negro child more of a chance for trained service than he is getting in the school today.

The subject is not presented here upon the higher or more humanitarion basis, but as one of practical and economic value, affecting directly the home of the white man of the community—the homes of the thousands of good housekeepers who so diligently attended the cooking school.

SYLVESTER J. KONENKAMP, president of the Commercial Telegraphers' Union, testified that men are hounded by the company and prevented from joining the union. He told of detectives who followed him, entered his room at a Seattle hotel and stole the records of his office which contained the names of members. These union men, he said, were all discharged.

He testified that telegraphers' wages have been going down since 1870 and are now below the cost of living; that the schools the company operates enables them to get labor for nothing and many work for less than $30 a month, and thirteen hours a day. He charged the spotters are paid a bonus over their regular salaries from a secret "slush fund" of district superintendents. He asked only for the power to organize and said the union would then be able to enforce collective bargains with the companies.

Operators testified to being discharged for being members of the union, of being blacklisted and driven into Canada in search of work.

For half a day Chairman Walsh fenced with L. S. Hungerford, general manager of the Pullman Company, trying to get that official to admit without a direct question that the company depends upon tips to pay the car porters. Mr. Hungerford resorted to all kinds of evasions to keep this fact out of the record, but finally admitted that the custom of tipping makes it possible to get porters for $27.50 a month.

The rules book of the company, submitted to Mr. Hungerford by Mr. Walsh, contained hundreds of imperative duties of porters; among these were the application of all known scientific sanitary measures in handling consumptives and other sick people. The effectiveness of this sanitation, Mr. Hungerford admitted, depends upon the porters' intelligence and devotion.

Negro porters testified that they make as much as $80 a month in tips.—"if we have good people on the car," said one of them. Conductors get less money than porters, according to the testimony. Conductors' wages are from $70 to $100 a month, the highest wage being paid only to men on special and private car trains. These men do not usually get tips. Witnesses who had served as conductors said they could not live on the wages, and others, still in the service, said they could. One genius said he supported a family and saved $300 a year on a wage of $75 a month.

Mr. Hungerford had no suggestions to offer for pacifying unrest, because he has seen no such thing. Hundreds of men wait for the jobs he has to give out, and he said he could mobilize 500 porters in a day for extra duty, and had often done this.

Industrial unionism and its power and menace were discussed for hours during the hearing on the Illinois Central strike which began four years ago and has never been called off. The employes' organization, the "system federation," included all shop men and other workers in an alliance for offensive and defensive purposes.

President Charles H. Markham of the Illinois Central and Julius Kruttschnitt of the Southern Pacific said they had fought the System Federation because this plan of organization gave the wage-earners power to control the railroads—an immense power in all industry—and placed the railways in a position where they would be involved in sympathetic strikes in industrial plants.

Labor—1915

## One Way to Solve A Complex Problem

Constitution 11-4-15

By Isma Dooly.

One of the greatest assets in the social life and hospitality of the south is the negro woman cook. Let this be borne in mind, no matter what the complexities of the servant problem are, and no matter what the many reasons are for these complexities.

All negro women are not good cooks, not any more than all the white women of the south are good housekeepers. As a rule, however, the good housekeeper and the good cook are found in the same household, and where there is a grumbling housekeeper, who makes a bugbear of her duties as housekeeper, usually there is a bad cook.

There was never a time in the south's civilization when the qualities of the negro woman as cook were more apparent and when a greater premium has been put upon the negro woman cook. Therefore the time is ripe for the women of the south in their various forms of organization to realize what they have in the negro cook and to do something definite toward preserving the asset and perpetuating it.

**Striking Examples.**

Two striking examples illustrating the statements I have made have presented themselves to me lately. The first is in the experience of a large southern hotel with all the modern conveniences to make hotel life perfect. With a view to making the living of the hotel the best in the section, the initiative effort of the management was to bring foreign chefs to the culinary department—some direct importations, the others from the north and east.

The venture was not successful. To begin with the foreign help soon began to see that domestic labor in the south was done by the colored people; that there was no recreative opportunity for white domestic labor, and that they did not have a class or element of their own. They did not understand conditions here, what the native products were, what they had to draw from in the country around them. They could only use the materials they knew of in outside markets—and lastly, they did not know how to pander to the tastes of the majority of the people, and there was the continued cry for what is called "home cooking."

One force after another was employed at exorbitant price, the same failure following, until finally it was decided to try the experience of home cooking by home talent. Negro women cooks were employed and the group put under the direction of a skilled culinary artist and caterer—a housekeeper—a lady. The result has been that the people who patronize the hotel since are better satisfied. They commend what they call the "home cooking." The negro cooks know the market around them; they know how to make the best of what is put before them to cook, and above all they know the palate of the people they are to tempt. Of course, the Almighty could not satisfy some human creatures who are to be found alike in the big hotel, the small boarding house, the palatial home and the humble cabin.

**The Good Cook.**

A second example of the asset the negro woman cook is came under my observation at a resort where around the best kept hotel were many cottages where hostesses came for the season and vied with one another in the perfection of their cuisines.

The English meat cook, the French pastry cook, the German baker, all had their representation one way or the other in these homes "for the season." The specialist in sea foods, the man who was adept at the mixed dishes and salads were heard of, but it remained for the hostess who had the negro woman cook to establish the reputation for having the dinners to delight the epicures.

True there was much to be counted in the hostess herself, who had inherited the knowledge of how to give dinners from her ancestors, who had made Virginia hospitality famous in a home which still stands to proclaim its own grandeur on the James river; in her natural grace which made her see everything, and at the same time never appear the anxious hostess. Yet there was also the emphatic fact that the negro woman cook had "delivered the goods." She had proven herself the master of her art from the way she seasoned the hors d'oeuvre with which the dinner started, to the aroma of the black coffee the ladies sipped in the drawing room after dinner.

Whether it was to plank a shad, stuff a lobster, prepare a Virginia pheasant, make a cake or a new salad dressing, this negro cook never failed. She was interested in her work. She knew how to work out a new recipe, and then when only the family were at home and supper was preferred instead of the usual dinner, she could make batter bread, brown a waffle or fry a chicken as no chef in the world could do.

**The Unethical Housekeeper.**

Her fidelity to her mistress was tested by the unethical conduct of hostesses and housekeepers who "coveted their neighbor's servant."

Besides the "getting back home" in the matter of housekeepers looking after the affairs of their tables, the housekeepers of the south will find it profitable to help the negro woman and girl get the training which will enable them to become good cooks.

It is natural for the better element of negro mothers to send their children to the best schools there are for the negro child, and they are doing it. It is not the fault of that child or its mother if the school is not what it ought to be to equip the child for usefulness. Has it ever occurred to southern housekeepers to inquire what the curriculum is in the common schools of Georgia for the training of the negro child? There has been and is still a growing interest in making the school for the white child more practical and one hears an earnest plea for vocational training and the training of the white child in the domestic arts, but who is looking to the proper training of the black who represents logically one of our greatest domestic assets?

Worthy negro leaders are struggling right in Atlanta to establish schools where negro boys and girls may be trained in Industrial and domestic labor, but they have received very little encouragement from the white housekeepers who would reap the largest benefits from such institutions.

It would be a most practical thing if some of Atlanta's many organizations would take up this matter of looking after the all important asset of the home—the "good cook." No long drawn out survey will have to be made as to conditions—they are well known

# RACE HATRED NOT MOTIVE OF FIRES, BELIEVE OFFICERS

Constitution 12-10-15

## Cherokee Conflagrations Declared to Be Work of Small Band of Firebugs and Not of "Night Riders."

### *STOLEN STOCK MAY GIVE CLEW TO INCENDIARIES*

## Negroes Now Feel at Ease Once More When Assured Clan of "Night Riders" Is Not Busy in County.

By Britt Craig.

Canton, Ga., December 9.—(Special.) Cherokee county breathed a sigh of relief today when developments tended to show that the recent conflagrations were the handiwork of a small group of firebugs and not that of a clan of "night riders" seeking to provoke racial uprisings.

Officials of adjoining counties have come to the aid of Cherokee officers, and even so far as southern Georgia an effort is being made to find the high-grade stock stolen from the burned barns of Guy Stringer and Otto Sherman, for which fifteen lower class mules were substituted.

The anonymous warnings, based on anti-negro sentiment in this section are now in the possession of Cherokee officials and are now believed to have been subterfuges to mask the motives of the incendiaries. Evidence has been secured by W. R. Joyner, state fire inspector, and Sheriff J. P. Spears disproving the "night rider" theories. The question of arrests depends upon further developments.

**Mecca of Insurance Men.**

Canton has been the objective point of a large number of insurance agents. Meanwhile Sheriff Spears and his deputies have carried on their investigation independently, aided by Sheriff Swanson, of Cobb county, and Deputy George Hicks, also of Cobb.

"Immediate action will be taken," said Sheriff Spears this afternoon, "if we can trace the mules that were removed from the Stringer and Sherman

KENOSHA, WIS.

## The Anti-Tipping Bill Passed O the Head of Governor Phillips, of Wisconsin, Last Week.

(By P. R. Savilles.)

The Herald 5/5/16

Senator, have you stopped to thi of the wages the porters in this country? Well, I shall den to you the scales of their earnings 48 hours a day work for a por with pay amounting to $37.50 per month, for a tourist car po ter, which a number of people w means will not travel in a tourist c for there are people in this car that not know about the conditions which people should travel. They w eat an orange and throw the pe ing in the aisle of the car and a po ter cleaning behind 54 people a watching for the stations of his pa sengers. Now, if he don't get some ti after cleaning for 54 people, how you think he can care for the litt ones at home?

A standard car porter gets $27.50 p month with the same number of hou only a better class of people to wo for and if no tips what must that po ter do to make a living for his wi and children? Can the railroad affo to pay a porter for his service on t cars. If they can pay a conducto why should they refuse to pay t porter, for he has the most responsib job in the car and, as a rule, he the most honest and reliable emplo in the service of a sleeping car. T conductors have a better chance make tips on the car than the port with a salary of $85.00, $95.00 to $100. per month. Why are they drawin these salaries. Because they will n work unless they can get pay for th service and a porter he has to underg more than the traveling public think Ever now and then you will meet u with a man or a woman that ha brains enough to know that the porte should have a worth while tip an when they tip you 25 or 50 cents th next four or five people will get awa from you to keep you from gettin that 5 or 10-cent piece that they hav for you. Still the Senators are makin laws every day to abolish the wa the porters have to support their fam ilies.

In Canada the wages are better tha in this country.

Tourist car porters get $23.50 pe month; standard car porters get $42.5 per month; observation car porters ge $50.00 per month and the tips are mo in proportion and the average tip 25 cents a night for a passenger. C course, obligations are so restrictin that it is awful hard for a porter t hold a job. The very best porter tha ever stepped in a sleeping car is u against it all the time and his job very uncomfortable at all times. Wh don't some Senators make a law tha railroads operating through the States must pay a man a salary tha he can serve the traveling public with out depending on tips and then yo can pay your fare and service is in cluded. I would love to see the Sen ator that introduced that anti-tippin bill appear as a porter under the con ditions in which the porters are an see him throw up the sponge. Th best porters today are out of the serv ice on account of the life and condi tions of a porter. Friends must re member friends and do for them tha do for you and in the long run yo will find that it is a good lesson neve to turn down an old friend for a new one. Mr. Congressmen and Senators you must remember that your prom ises do not go any longer with th public. The tree must be known b the fruit it bears.

# MORE EFFICIENT SERVICE AMONG COLORED WAITERS

The Voice & The Trouble 2/20/16

By Mr. G. D. Johnson of the Tutwiler Hotel.

Mr. Johnson came to the city from Boston, Mass., to take charge of the Birmingham Hotel. When first offered the position, he was reluctant in coming south, but after considering the good that he might accomplish toward helping others he came. He has since found tings very different from his former ideas; yet, he sees a great field for reforms along all lines. From his wide range of travel and full knowledge of affairs, he is able to give much information along his line of work.

He was born and reared in Washington, D. C., and finished from the M street high school there. After graduating he entered the government service, but saw greater opportunities in the hotel business. He has since been connected with some of the largest hostelries in the country, having had charge of some in New York, Chicago, Ill., Palm Beach, Fla., and others. During all his career he has won the heart and confidence of all his men, and they readily take his advice. He is known for his kindness and brotherly feeling toward them.

Mr. Johnson left his family (wife and daughter) in Boston, where his daughter, Alice Kay, will finish the Boston Latin School 1916. She will then enter Wellesley College for girls, a school of high standing.

In an extended interview, Mr. Johnson points out many short comings of the colored man as a waiter. Not through his inability so much as through neglect and thoughtlessness. "It is a profession," said he, "into which as much thought and study should be put as any other. If we fail to do so we cannot hope to keep as firm hold in the south as heretofore. It is impossible to give the best service after being up more than half the night seeking pleasure at the expense of health, etc. It is also a profession where truth, punctuality, neatness, reliability, consistency and honesty must prevail. It is these and like qualities that make the Frenchman so admirably fitted and successful in the work.'

Mr. Johnson, with his vast knowledge of the art, has been very successful during his short time here as else

where, in teaching his men these mos needed requisites, and from time t time, as he says, we of the profession should meet and exchange views fo our own betterment. Mr. Johnson has an able assistant in his private secretary, Mr. B. S. Moore, and much of his good work is credited to him.

# RACE MEN AGAIN RESTORED AT THE PLANKINTON

The Chicago

Greeks No Longer Have Charge of Washrooms at Noted Wisconsin Hotel — Afro-Americans Once Had Full Charge, With Mr. Miles as Head Waiter.

STEADY EMPLOYMENT NOW.

Many Young Men Who Worked at This Hotel Are Now Dentists, Doctors and Lawyers—Member of Defender Staff Once Hopped Bells There.

5—15—15

(Special to Chicago Defender.)

Milwaukee, Wis., May 14.—Ten years ago the Plankinton House, the most widely known hotel in the Northwest, employed Afro-Americans in the dining room and all over the hotel. As the years passed, the new heads and managers began to let them out until their places were filled by Greeks and other foreigners. Last week there was a turn in affairs and race men were put in the wash rooms and Greeks let out. It is understood that the foreigners did not give the service and were not reliable. It was observed that their mode of doing business was an injury to the hotel and they were dispensed with.

It is further asserted that if the race men "make good" in the wash rooms, waiters will again be employed n the dining and grill rooms.

### Good Days of Miles.

In the good old days of Capt. Miles, the head waiter, more than fifty men were employed. He was there for more than twenty-five years and had the honor of serving many of America's presidents and foreign potentates. Young men came here from all parts of the country in the summer to work and went to school in the winter.

### Bell Hops "Made Good."

Young men who were bell hops worked in the summer and many attended Fisk, Howard, Hampton and Meharry Medical Colleges. Many of them are now in the professional walks of life in all parts of the United States. One of the young men who was on the "bell stand" is a staff writer on the Chicago Defender.

### Three Men Editors.

Three young men who worked at the Plankinton House are editors. They recently launched the Milwaukee Post. They are: John A. Hall, A. W. Chinn and Willard Kinner. The paper is several weeks old and bids fair to be a success. It is expected to do much toward restoring men of the race at the Plankinton.

# RAILWAY MAIL SERVICE CLERKS GET TOGETHER

The Chicago Defender

Race Men Running in Canada, of Chicago Form Organization Sunday, with Intention of Joining National Alliance — Reporter Hears Rumors of Segregation.

The quiet but persistent efforts of men of the race to get together was demonstrated again Sunday when the clerks in the railway mail service running in and out of Chicago met at the residence of F. S. Alexander, 3647 Forest avenue, and organized under the name of the Railway Mail Service Clerks' Association. Sixteen men made up the first meeting, and the officers elected are as follows: Josiah H. Jones, president; Charles S. Roberts, vice president; William T. Hensley, secretary; H. J. Alexander, treasurer; look-out committee, F. S. Alexander; program committee, J. W. Asey; committee on meetings, J. E. Leftrish.

### Railway Organizations.

The promoters announced that self-help was the main object of the organization, and that in time they would endeavor to affiliate with the National Alliance, of which H. L. Minns of Houston, Texas, is president. Some years ago the Railway Mail Association (white) found itself failing and the Afro-Americans in the service were invited to join. A number did so, but when the association got on its feet again it made a ruling that no other members of the race could join, but those already in could remain. It was then that the National Alliance was organized.

### "Jim Crowed" in Chicago.

The reporter covering this assignment heard many stories of the appearance of the Wilson administration bugaboo, segregation, in this branch of the federal service. In Chicago it appears that all Afro-Americans have been taken off train runs and put to work in the terminals. Train service brought the two races into too close contact for the powers that be. From St. Louis, Mo., comes the report that in the general office the Afro-American employes handle only newspapers. This class of matter is handled in another room and consequently the white clerks handling the first-class mail do not work wtih their darker skinned brothers. The Chicago Defender wishes the members of the organization success in helping each other to hold their own.

# DID HE PLACE A BAN ON BLACK LABOR?

New York City,

New York News,
135 West 135th St.,
New York City.

Dear Sir—Kindly allow me a small space in your highly esteemed paper, in which to make mention what I believe to be the greatest ignominy with which our people have ever been treated up to date. The theatre now under process of erection on 135th street is undoubtedly intended for the use of colored people when completed. The capital which made the erecting of that theatre possible was without a doubt raked from the pockets of colored people. The neighborhood in which it is being erected is positively a colored one. Nevertheless, this gentleman who calls himself Mr. Elmore and a friend of colored people, and who mastered the art of diplomacy to the high extent of dealing with colored people, would openly disrespect the feeling of colored people, would cry aloud their ignorance, by employing white mechanchanics to build a colored theatre in a colored neighborhood, which building was made possible by colored capital. That gentleman, with his winning smile, is now ready to inform us that because the construction of said theatre is being done by contract that it would be impossible for him to employ colored mechanics. Otherwise, come forward with the statement that ironworkers and skilled mechanics are not to be found among colored people. I venture to say tha neither of the above excuses will be accepted because this race now ha colored architects and constructor who would have been quite competent to construct a proper theatre, and that, further, he, Mr. Elmore, being the owner of said theatre, he could have easily dictated the class of men which he wanted to build the theatre; such a step by him would have at least showed his intention to respect the rights and feelings of our people. I wish to ask that gentleman if, in his experience among Jews, if it would be possible for any other than a Jew to have been employed in the construction of a Jewish theatre in a Jewish neighborhood. I also wish to ask that diplomat what effort he has made to procure colored mechanics. I saw employed there about two colored bricklayers and about four colored laborers, when there are right now in this community scores of colored mechanics of all trades and of the highest quality, graduates of Dr. Washington's school, other trade schools, from the South and all points in the West Indies. Yet this diplomat would defy you, claiming friendship with your leaders. I say that Mr. Ellmore might be a friend of some of our leaders, but that he is an enemy of the whole race. Now, proud Ethiopian, always proud of your race and its qualifications, come to the rescue, protest, demand your rights, from the trained and unmerciful diplomat who would dare to defy in your own land and your native soil.

I beg to remain, respectfully,

EDGAR GREY,
34 West 135th St.,
Care Rose's Dairy Lunch.
July 19th, 1915.

# NEGROES LEAVING NEW MADRID FARMS

'Night Riders' Warning Scares Blacks And Missouri Militia May Intervene

NEW MADRID, Mo., Feb. 20.—As the result of warnings of the "night riders" that they must leave the district before Tuesday morning, nearly 300 negroes left New Madrid county last night and this morning. Possibly as many more are preparing to depart before the time limit expires. Thus far there has been no violence.

The negroes, most of whom are employed on farms in this country, will be severely dealt with unless they obey, the order announces. It is expected trouble will result. Sheriff Conran has asked Governor Major to send militia to help him restore order. Adjutant General O'Meara, who left Jefferson City last night, is expected today and will make an investigation of the situation, which the civil authorities say has gone beyond their control.

Negroes working on the government levee at Lenda and Dorena, in Mississippi county, also have been notified to stop work and leave the county. A foreman in charge of the laborers has been notified to stop employing the blacks. The first warning note was tied to a bundle of switches and the second contained a crude drawing of a shotgun.

Authorities said the order for the negroes to leave apparently was not based on any specific objectionable act but on ill-feeling because the negroes were doing work which some white workmen thought they should have.

The trouble between the whites and the negroes seems to have its origin in the land rental system. Last December the white renters demanded a reduction from $6 to $3 an acre. The negroes were content to continue paying $6 and when new rent contracts were drawn up in January more negroes than ever were given places on the farms.

Discontent among the whites then developed and personal threats were followed by the posting of notices for the negroes to leave. The more prosperous whites have condemned the raid and are trying to prevent the exodus of negroes from becoming general.

# WHITE WOMEN WAITERS MESS UP DINING CARS

(Special to The Chicago Defender.)

The Chicago Defender

Cleveland, O., May 7.—White women as dining car waiters have proven a failure. The first of the month they were installed on the Wheeling & Lake Erie railroad on a short run between Cleveland and Wheeling, but the fair servers of ham and— have had nothing but trouble.

Monday one young woman was up before the superintendent for having spilled a bowl of hot soup on a passenger's head. The passenger also had the misfortune to be bald. Several have had the misfortune to drop their trays, while one young lady threatened to whip the cook. Altogether the life of the woman waiter is not a happy one.

Labor—1915

# WHITE GIRLS NOT FITTED FOR WORK ON DINING CARS

The Chicago Defender 1/16/15

## Officials Laugh at Experiment—Company Using Girls Only One Whose Dining Car System Does Not Pay.

## COMPANIES WOULD LOSE.

**Girls Would Require Sleeping Cars on Long Runs—All Sorts of New Legislation Would Be Needed for Their Protection.**

Special to The Chicago Defender.

New York, Jan. 15.—Railroad passenger officials almost laughed this week when they were asked if railroads generally will follow the experiment of the Toledo & Ohio Central in employing waitresses in dining cars.

"That is one field of labor that women can't enter," they said.

They indicated pretty forcibly that the job of serving meals while being jerked over the ground at sixty miles or less an hour belongs to the time-honored Afro-American waiters.

**No Good on Long Runs.**

"There are all sorts of objections," said one passenger man. "Waitresses could not be used on long runs because the roads would have to make sleeping arrangements for them and this would involve useless expense. Men waiters can take care of themselves. But the biggest objection is that if the roads employed waitresses there would be all sorts of new legislation for their protection."

An ex-dining car inspector voiced the sentiments of the hundreds of waiters employed by the various roads when he said:

**Trying to Regain Prestige.**

"Without a doubt the traveling public is the most cosmopolitan gathering ever embodied together. The rich man is a brother to the poor man in the railroad cars, all seeking their different destinations. Least in their thought is the dining service which they are to receive. Why, then, should they confuse their minds as to who will render the best service, the white girl or the Afro-American waiter? Haven't they been perfectly satisfied with the service during the number of years it has been in operation. The public is satisfied. Why, then, should there be a change in the dining system?

"Passing the final arguments on, statistics lately found in the best records, we fully realize that the company seeking to place girl waitresses in the dining cars is the one company whose dining system is not a paying one. The officials also realize that the young woman, no matter how winsome, absolutely cannot compete with the waiter as to efficiency. Why, then, do they seek to place her in the position? Simply as a novelty device to regain their lost prestige is the sentiment voiced by every one."

**Men Waiters Average 98 Per Cent.**

Another official said: "Not as a matter of praise, but simply from a business standpoint I must say that the roads having exclusive Afro-American dining car service are the roads that predominate over all others. Judging from efficiency alone, these waiters average 98 per cent perfect in their service on all lines, while the best of our competitors have averaged to date 87 per cent."

## PULLMAN OFFICIALS TIPPED AS ARE PORTERS

The statement made by Robert T. Lincoln, chairman of the board of directors of the Pullman Co., that the company has been a large benefactor for the Negro, has attracted much attention. The reference made by Mr. Lincoln to the tipping system, which he called "an old custom," but an annoying arrangement, has called forth some interesting rejoinders.

The New York Age 5/13/15

George Young, proprietor of Young's Book Exchange, 135 West 135th street, for a number of years one of the most efficient and capable men in the service of the Pullman Co., takes up the cudgels in behalf of the porter and declares that the porter is not the only beneficiary of the tipping system. On the contrary, Mr. Young declares that conductors, Pullman agents, and in some instances, even district superintendents, accept tips from Pullman patrons. Race prejudice is given as a reason why many Negro men seek service with the company, which requires the applicants to be possessed of a good education. "Almost any ordinary porter could pass the civil service examination," says Mr. Young, "but the Pullman Company's policy seems to be promotion for white men only."

Referring to Mr. Lincoln's statement that tips are usually given for services not connected with the Pullman Co., the latter shows that the company rules prohibit solicitation of compensation for services rendered, but that a failure to comply with a passenger's wishes is always taken up by the Pullman Co., and not always to the porter's good.

Mr. Young's letter is as follows:

To the Editor of The Age:

We read with interest the report of the Industrial Commission regarding the Pullman Company and the Pullman porters. There is no secret as to the length of time colored men have been employed on sleeping cars. They have been faithful to the public and to the company for half a century, but have long registered a peaceful protest as to the treatent accorded by the company.

As has been stated, tipping came with the sleeping car; it is an old custom. Many changes have taken place since that time. Originally the porter was the "full supply" of all things. The dining car, the buffet car, ice cream and cake, all were supplied by the porter. The proceeds of these sales went to make up his wages. But with progress these things were reduced to a system and made a source of wealth for the railroad and sleeping car companies.

The old time porter only needed to know how to make a bed or run for a newspaper, but now no man's application is considered unless he has had a fair education. Almost any ordinary porter could pass the civil service examination.

**Promotion for White Men Only.**

Because of prejudice many a man qualified for better work is forced to this calling, waiting and praying that the moral conscience of this great company would be aroused and service rewarded. We mean service, not color, but the Pullman company's policy seems to be "promotion for white men only." Mr. Lincoln claims that the system has always been a source of annoyance to him. Why didn't he offer a remedy? Why wait for the law? Can there be any just low pronibiting the porter from accepting tips, and allowing other employes, Pullman conductors, agents, and sometimes district superintendent, to accept tips from Pullman patrons? All of these receive a living salary from the company. "Tipping" is not confined to the colored race, as applied by Mr. Lincoln.

Mr. Licoln stated that the porter received tips for service not included or connected with the Pullman Co. Then why not allow the laborer to enjoy his "fruits"? Why capitalize the generosity of the public to the porter for the benefit of a rich corporation?

**Company Rules and Passengers' Wishes**

The book of rules says regarding porter's service: "Shoes shined should be taken from one section only at a time, cleaned, polished and returned," etc. "The porter must furnish his own shoe polish, equipment," etc. The book of rules also says: "Employees are prohibited from soliciting any compensation from passengers for service rendered." Ordinarily, the passenger feels when he has bought a ticket for a Pullman car, that it entitles him to have his shoes polished, clothes brushed or any other favor he wishes. Any neglect of the porter to comply with these wishes will be taken up by the Pullman Co., not always to the good of the porter.

Mr. Lincoln speaks of his regard for the Negro race as represented by the Pullman porter. He claims the next greatest advantages have been in the professions. Yes, and many now high in professional life climbed up by the way of the Pullman Co. "Climbed," did I say? That term may be all right since the learned counsel has referred to him as the "coon" and climbing is the mode of locomotion of that animal. But after all the porter belongs to a great race, a serving race, a race not ashamed of service, but like other human beings he enjoys being appreciated.

The Negro race is cheerful and delighted in service, thinking it noble to serve, whether it be bearing the Cross of the Master or carrying a grip at Grand Central Station, N. Y., or a "satchel toter" in Georgia.

We hope the spirit of appreciation will be awakened by the Industrial Commission in the Pullman Company.

GEO. YOUNG.

# ABRAHAMLINCOLN'S SON TO BE QUIZZED ONPORTER SLAVERY

The New York Age 4/8/15

## Industrial Relations Committee Chairman Walsh Says Small Wages Paid Pullman Men Degrades Them

## PREFERS SOUTHERN COLORED

**Excitement Raised in Railroad Circles By Attitude of Investigating Committee on Enforced Tipping of Pullman System—Why Company Prefers Colored Men of South.**

Chicago, April 5.—Chairman Walsh, of the United States Commission on Industrial Relations, asserted, during the Pullman Company hearing to-day, that the system of tipping sleeping car porters enslaves the colored employee.

L. S. Hungerford, General Manager of the Pullman Company, was testifying when Mr. Walsh asked:

"You don't think your company prefers Southern colored men because they are less independent?"

"Not at all," was the answer, "simply because they are more pleasing to the public. The average Southern colored man is better trained than, say, the colored man of the Chicago slums."

"What do you think of the social aspect of the Pullman Company taking a race that is struggling up from slavery and making it dependent on another race's kindness for its livelihood?"

"The Southern colored man has as good a chance for advancement with our company as he has in any other employment open to him."

**Waiting List Not for This.**

"Is it the policy of the Pullman Company to keep a large waiting list as a sort of economic lever to induce men to accept $27.50 a month?"

"It has no such idea in mind. The porter usually shines shoes because he expects to get something for it from the passengers, and he furnishes the polish."

"Can a man live on $27.50?"

"Really, I don't know; but it probably depends on his perrequisites."

Asked as to the history of the tipping system, he replied:

"It didn't originate with us. However, if anybody is deserving it is the sleeping car porter. None of them is an artist."

**Rules for Porters.**

Mr. Walsh read from a book of rules by P. C. Johnson, District Superintendent of the Pullman Company at Omaha, entitled "What to Do and What Not to Do." Among things forbidden were the use of toothpicks and tobacco. The porter standing at the steps receiving passengers must stand straight, must not lean indolently against the car. "Look pleasant," says the rule, and "don't give the passenger the impression that it is a mere condescension on your part that he is allowed to ride at all." When a passenger makes a request not countenanced by the company, the porter is not to reply that the company rule forbids it, but is instructed to say that the matter is outside his jurisdiction.

"That is because lazy or ill-natured porters who are merely shirking got into the habit of excusing every dereliction by saying there was a rule against it," said Mr. Hungerford.

R. W. Bell, Secretary of the Federation of Pullman Conductors and Porters, was called to the stand just before adjournment and will resume to-morrow.

Robert T. Lincoln, son of President Lincoln, is Chairman of the Board of the Pullman Company. He will be put on the stand and Mr. Walsh will ask him about the tipping system.

# GOV. RYE VETOES BILL

## THE ANTI-TIPPLING NOT OFFERED BY GOVERNOR.

## The Negro Board of Trade Scores.

Nashville
Oct 5 1913

This act, strictly construed, would make it unlawful for hotels, restaurants, barber shops, cafes, etc., to increase prices and charges now made on account of the passage of this act. For the mere fact there is no legal or moral obligation resting upon any person to indulge or encourage the act of giving tips. I am cognizant of the fact that the person who does not enter into and encourage this kind of luxury sometimes suffers for the necessities of life, for the time being at least, nevertheless, to prohibit by penal statute the giving of tips would seriously affect a certain class of our citizens, who need the tip more than the man who gives it. I am therefore returning senate bill No. 495 without my approval.

TOM C. RYE,

"Governor."

There was rejoicing Monday and Tuesday when it became known that Governor Rye had vetoed the Anti-Tipping Law. The Legislature passed the bill some weeks ago, making it unlawful for hotel waiters, porters, chauffeurs, barbers, boot-blacks, Pullman porters and servants both men and women to accept gifts of any kind for esrivces and providing a severe penalty for the person who received or accepted the "tip" as well as the one who gave it. This law if enacted would have kept from our people thousands of dollars and made the road to success harder for many struggling young men and women who make an honest living by hotel service. The law was passed without opposition from the thousand of porters, waiters, etc., whom it most itally affected.

The Negro Board of Trade hastily called a meeting and the following committee: T. Clay Moore, Secretary; Ira T. Bryant, President; Dr. G. H. Bandy, D. W. Berry, D. W. Crutcher, W. D. Hawkins, J. H. Bumpass, D. A. Hart, and A. N. Johnson laid seige to the Governor's office. These men were advised that the Governor was "very busy," but they waited with a determined patience and once in his presence, the admonition, "not to remain long," was ignored notice His Excellency was converted. The committee was cordially received, but the Governor told the Board that nobody else had spoken against the bill, not even the people mostly concerned and that the Board was asking a great deal of him to veto a bill passed by the entire Legislature.

Every member showed his earnestness in argument, that it was a race measure and that the giver was able to give and the recipient needy and dependent upon the "tip," which had been a stepping stone upon which many useful and good colored men had crossed chasms of poverty to pastures of honor and trust. " will do the best I can for you," were his parting words and there was joy in the Board of Trade when the glad news came of the veto.

The Board of Trade has always been alert to the interest of the race at large and its members are vigilant watchers for the protection of the race. They have been quietly waiting for the Governor's decision and were made happy when announcement was made that the bill had been vetoed and the veto had been sustained by the House and the Senate as well. The men who have the interest of the race at heart, are often discouraged because of the lack of appreciation of their efforts on the part of the very people helped. In a recent meeting a worthy young man, not knowing of the Board's action, severely criticised the "Leaders" as he called them, in not trying to help the men who depended mostly upon "tips" to make their living. The criticism was severe until Mr. A. N. Johnson arose and defended the Board of Trade, stating what had been done and offered ing to further assist the men. Since that time the Board of Trade has been commended for the active and vigorous work and to whom is due the full credit for putting the facts before the Governor so as to have him veto the bill. The Board of Directors of the Board of Trade at its meeting Tuesday night appointed a committee to arrange for an open meeting Tuesday night next, May 11th for the purpose of considering the advisability of passing suitable resolutions addressed to Governor Rye and issuing a proclamation to our people admonishing them to separate the wheat from the chaff in their service so that this proposition shall remain dead. To this meeting the public is cordially invited and a splendid program of speeches and resolutions promised The Governor has shown.... appreciation of our people and their worth and they want to acknowledge it as worthy recipients. The Board of Trade invites all who are interested in the race to be present.

# NO GIRL WAITERS ON MICHIGAN RY.

## Report by Associated Press That Road Has White Girl Waiters Is False

The New York
Age
2-11-15

## NEGRO WAITERS AT WORK

### Superintendent of Dining Car Service of New York Central Lines Writes The Age that Report is Unfounded.

## NO CORRECTION FROM A. P.

**False Report Is Given Wide Circulation, But the Associated Press Has Made No Correction—Editor of The Age Took Up Matter With Railroad Officials.**

Associated press dispatches, under date of January 2, carried a story to the effect that Negro waiters on the Michigan Central Railway dining cars out of Detroit, Mich., were being suplanted by white women. The dispatch was as follows,

### GIRL WAITERS ON DINING CARS.

**Business Increased in Michigan Since Negroes Were Replaced.**

DETROIT, January 2.—Detroit executives of the Michigan Central Railway are having tested a plan whereby Negro waiters in dining cars will be replaced by white women. Employees say the business has greatly increased since the young women, dressed in plain black dresses and white caps, were put on duty.

Editorial comment on the report was made in The Age of January 14, and under date of February 1 the editor of The Age wrote the following letter to John R. Smart, superintendent of dining car service department of the New York Central lines, which control the Michigan Central:

New York, February 1.

John R. Smart, Superintendent,
Michigan Central R. R. Co.,
Buffalo, N. Y.

Dear sir:

It has been declared in a statement published by various papers of the country that the Negro waiters on the dining cars of the Michigan Central lines have been displaced by white girls. Please advise me if this report is correct, and if so, was the change made because of the inefficiency of the Negro waiters, or because of the probable increase of business due to girl waiters?

(Signed) FRED R. MOORE,
Editor THE NEW YORK AGE.

To this letter Mr. Smart promptly and succinctly replied as follows:

NEW YORK CENTRAL LINES.
**Dining Service Department.**

John R. Smart, Superintendent.

Buffalo, N. Y., February 2, 1915.
502 Marine National Bank Building.

Mr. Fred R. More,
Pub'r THE NEW YORK AGE,
247 West 46th Street,
New York City.

Dear sir.:

Acknowledging receipt of your letter February 1, there is no truth in the report which you refer to.

Yours very truly,
(Signed) JOHN R. SMART.
O-Dict. JRS-LB.

# PULLMAM PORTERS TO RECEIVE DEATH AND SICK BENEFIT

The new York
Age
2-18-15

## District Superintendents of Great Railroad Company Establish Voluntary Associations Among Colored Employees

## COLORED DISTRICT DEPUTIES

**Greatest Boon That Has Ever Been Given Thousands of Colored Employees of Pullman Will Result, it Is Hoped From Establishment of Mutual Insurance Company—Superintendents Present.**

Last week there was established throughout the country at each Pullman headquarters a mutual insurance company under the direction of the Pullman superintendents, whereby hereafter every Pullman will be asked to pay 50 cents a month to go into a pool so that at the death of every financial member $100 will be given to his dependent relatives.

The following officials of the Pullnan Co in the Division of the East vere present at the meeting held at he office of Superintendent A. J Grant in the New York Central building, for the purpose of organizing the Pullman Porters' Benefit Association: Superintendent A. J. Grant; Dist. Supt. J. L. Baldwin, Boston; Dist Supt. J. A. Rittenhouse, New York (Penn Ter.); Dist. Supt. E. G. Kirk, Buffalo; Dist. Supt. J. E. Till, Cleveland; Dist. Supt. D. W. Morrison, Jersey City; Dist. Supt. R. C. Wagner, Albany; Dist Supt. W. A. Kitchie, Montreal; Agent, J. S. Kinnear, Toronto; Agent E. Tack, Weehawken, and Assistant Agent J. L. Austin, Hoboken

On the General Committee of the Pullman Porters' Beneficial Association the newly appointed district deputies are: Messrs. Geo. Sylvester, New York City; F. C. Fane, John H. Mingo, New York City; Waverly Williams, New York City; Walter Jacobus, Rutherford, N. J.; Geo. R. Price Boston, Mass.; A. Austin, Montreal Canada; E. Taylor, Toronto, Ont.; Abram Coles, Albany, N. Y.; E. C Roundtree. District Agents: John H Mingo, F. N. Spaulding, New York City; John Folks, Boston, Mass.; Samuel Merchant, Chas. H. Williams, Hoboken, N. J.; J. H. Bronk, Albany, N Y.; J. McKerron, J. T. Prestly, Montreal; Robt. H. Smith, Weehawken, N J.; Geo. McCullough, Jersey City, N. J

Oct 5 1913

Considerable discussion is going on at the present time concerning the pay of Pullman porters. One publication had this: "That he has not long ago been displaced by the white porter is additional evidence that he is being employed at a salary far less than any white man would accept." We think the assertion is purely speculative, not because we think the salary is attractive, but because the tips dwarf the salary to merely a side issue. American white men do not take to the tipping idea. They would rather be paid straight salaries. We have many foreigners who have been brought up in the tipping atmosphere. Some European servants expect no wages. And, indeed, it is said that servants in good places pay for their jobs. That may not be true. It is true, however, that European servants depend largely on tips for existence. We think colored porters are retained because of their peculiar efficiency. Then there's that wider social gap which so many of means like to see. The South is more romantic than the North, owing to its superior claims of aristocracy, based on the wider social gap. These two conditions are the salvation of the Negro porters, and servants in any capacity, and not that their jobs are not desired.

Labor-1915

# LAURA HILL IN SLAVERY TWENTY-TWO YEARS

The Chicago Inter Ocean 4/11/15

## The State of Texas Holds the Banner for Keeping Race in Darkness—Just Since Feb. 7, 1915, Did She Know Lincoln Had Signed the Emancipation Proclamation.

### ESCAPES WITH LOVER.

**Tells Master She Wants Money to Pay Church Dues and with it Flees to Another Town with Suitor—Has Hopes of Educating Herself.**

(By a Special Correspondent.)

Abilene, Texas, April 2.—Twenty-two years in slavery these enlightened days seems a myth, but such is the case in a Texas town. Miss Laura Hill, who has resided here since Feb. 7, 1915, has been in the clutches of a white master for twenty-two years, not knowing anything of freedom or liberty but living in the atmosphere of a slave. Recently she was allowed to go to church and there met the man who caused her to seek her liberty. She told her master she wanted $7.00 to pay her church dues and with a ten dollar gold piece given her by her mother sixteen years ago, with the assistance of Mr. Charles Tribune, she made her escape. He disguised her in black, put her on a train and took her to Abilene. The history of this young woman may be that of others who are in the backwoods of this state who "have not seen the light of day." The following is a true story signed by this young woman who lives with a good family, Mr. and Mrs. W. B. Bowles of this place:

Miss Laura Hill, Abilene, Tex., was born in Goodwater, Ala., March 2, 1893, of Robert and Elizabeth Hill.

When 2 years old death claimed the father and the mother was left the care of two little girls, Laura and Mildred Louise.

Mrs. Elizabeth Hill having been reared near a white family, McKinney by name, was well known and liked by them. One of the sons of this family, Eugene P. McKinney, now a doctor, asked the mother at Laura's birth for her, when older, that he might rear and educate her. The mother having implicit confidence in Dr. McKinney, consented, with the promise that he would educate and make of her a good woman.

So when Laura was 6 years old Dr. McKinney, moving from Alabama to Texas, took her and with his family moved to Cameron, Tex.

They lived there about six years, going from there to Stamford, Tex. About this time Laura being 12 years old was put to doing the work of the family which consisted of the care of a 9-room house, cooking, washing, ironing, making the fires in winter and the care of a horse, a cow or hogs, when they had them.

At this age, being treated so brutally she ran off and was gone two or three weeks. When she was alone on the streets of Dallas, Texas, she was caught by Dr. McKinney, and carried back to Stamford, Texas, where she was brutally beaten and locked up for three days. While quite young, the desire to learn presented itself and with very little assistance Laura was able to read in the second reader. The impulse to learn predominated to such an extent that she asked assistance of Mrs. McKinney, who positively and very bitterly refused her. So ended her literary education. She was never allowed to attend any public school but was kept at home to slave for the family. No salary was paid her for her service, but clothes such as was felt she needed and a little money at times was all that she received. When sick enough to go to bed she was put off among people of her race to be cared for.

Within three weeks of her twenty-second birthday she was beaten for some so-called offense. As she neared womanhood the desire to associate with her people, to receive and accept company of the opposite sex was denied her, and if caught in such company, she was severely beaten by Dr McKinney.

For the last year, however, Dr. McKinney, realizing his objections were needless, permitted her to attend the Baptist church of Stamford where she accepted Christ and became an earnest Christian. Some time ago, unmindful of Dr. McKinney's threats, she received the attention of a young man 36 years old, named Charles Tribune, who assisted her to escape Feb. 7, 1915, from this tyrannical lord and master. This brave young man disguising Laura in black, put her on the train and stayed with her until he put her in good hands in Abilene, Texas. She secured $7 from Dr. McKinney telling him it was to pay her church dues, and, with a ten dollar gold piece given her by her mother sixteen years before, bore her own expenses.

Laura, now a handsome young woman of 22, entertains the hope of yet educating herself. She is capable and willing to do any kind of housework, and hopes by careful saving and energetic work to yet reach the place to be self-supporting, and also helpful to her race.

Dr. McKinney told her that her mother had died years ago. Not knowing whether this is true, she is very desirous to find her mother and sister if living. When last heard of they were in or near Goodwater, Ala., and anyone knowing their whereabouts would confer a lasting favor upon her by letting her know. At present she is making her home with a good family of Abilene, Texas, Mr and Mrs. W. B. Bowles.

LAURA HILL.
Recently Freed From Slavery.

## NO NEGRO NEED APPLY

**The Economic Field Not Free to the Black Race—The Whites Refuse to Meet That Competition—The Night Riders of Missouri Emphasize a Racial Determination**

[From the Hartford Courant]

Reports come from Missouri of a new race war in that State. The race part of it is merely a convenient dividing line. The cause of it is economic.

There are negro laborers on the farms of Missouri, and also white laborers. Some of the land-owners out there have little houses or cottages to rent, and presumably a very decent patch of ground goes with each of these cottages. Both blacks and whites hire these houses, the only question probably being as to the ability of the tenant to come up regularly with his rent. It appears now that the white agricultural hands think their wages too low and their house rents too high, and they have made it out to their own satisfaction that the negroes are responsible for both of these conditions. Being a rude and simple people, a good deal quicker on the trigger than they are in their sense of fair play, these white laborers have organized themselves as night-riders and have entered upon the merry task of driving the negroes out. Notices have been put up at various points advising the negroes to leave, and then these night-riders go about after dark shooting up a negro house here and a negro house there and thus emphasizing the printed words. The purpose of these highly civilized proceedings is to raise wages and reduce rents for the white men, and in this economic sense, and in no other, there is a race war now going on in Missouri. With fewer hands to work on the big farms a rise in wages can be demanded, and with fewer persons needing houses, rents can be pushed down. It is as simple as falling off a log, and all because one man is white and another man is black.

### No Competition in Farming

There is no denying that the negroes of the United States have a hard time of it. Booker Washington and other impartial friends of humanity have done a great deal of late years in the way of teaching the black man to take care of himself. They have taught him how to work a farm; they have instructed him in the various trades; and they have impressed upon him the need of being sober and industrious and of using all his knowledge for his own good. It is to be said, too, that the negro is more and more fitting himself to take care of himself. But when he comes to doing this in competition with white men, either in the South or in the North, then it is goodnight to the colored man. He may be the better farmer or the better craftsman; he may be industrious and faithful in the highest degree; he may have nothing between himself and starvation but the labor of his hands. No matter. Neither any degree of skill on his part, nor any common regard for humanity on the part of the community in which his lot is cast, can give him a justified hope of holding his job whenever and wherever a white man wants it. He must support himself; he must be capable, diligent and honest; but he must abstain on all accounts from using his gifts and acquirements in competition with white men; for if he does, the sufficient answer is, "He's black; out with him."

### No Place in the Sun for Blacks

The task of self-support is often a hard one at the best, but it becomes immeasurably harder when it is undertaken under a restriction upon competitive effort. The white man has a free field. He is free to do what he can, and may go as far as he is able to go. No one can take his job away from him except the man who can do the job better. He has the right color. But the black man has the wrong color, and therefore he must step one side when by patience and labor he has obtained a place that the white man wants for himself. We say that the negroes must improve themselves, and this is wisely said; but we are careful not to add that they must also see to it that they do not use their improved qualities in those fields which the white man wishes to occupy as his own. The white man first is the rule, and then if there is anything left over the black man—and this, with occasional and incidental personal exceptions here and there, is the rule for the negro race.

### Fairness Not the White Man's Habit

These night-riders in the southeast corner of Mississippi are merely carrying the general rule pretty far, and no doubt they are acting in accordance with the ethics of civilization that prevail in their neighborhood. But blue is blue even if it is a dark shade of blue, and substantially and in politer forms the Missouri rule is the general rule of this country. The negroes have fully demonstrated in these later years that they have the capacity to make of themselves good mechanics, good farmers and good business men. In those parts of the South where they are numerous enough to maintain in fair degree the normal right of every American citizen to do, in an honorable way, whatever he is capable of doing, they have brought these qualities to the proof. The only question that is still unsettled, in regard to their future, is as to whether or not our white people will give them a fair field in which to use their new accomplishments. This has not been and is not the white man's habit. Consciously or unconsciously the white man assumes that his color gives to him the first place and a superior right. Socially everybody has a right to his own preferences, including the negro himself. But in the economic field it is different. There should be in the economic field no preferences, but only capacities. In the field of doing things it is not what you like or dislike that should prevail, but what you can do. The negro who can do things is as much entitled to his fair chance of doing them as the rest of us. The common right of competing with each other should not depend upon the color of the skin, but upon the capacity of the man, and our civilization will be better worth boasting of when it stands at that level as a mere matter of course.

PULLMAN PORTER HEADQUARTERS GETS GALA START

# Palatial Home for Colored Railroad Men in New York Opened by Great Company in Old George Walker Homestead in Harlem

## OFFICIALS PRESENT JOIN IN HOUSE WARMING

## Splendid Program Before Large and Enthusiastic Gathering Marks Opening of Retreat and Dormitory Just Opened by Pullman Company

Last Thursday night, Aug. 12, the Pullman Porters' Home at 197 West 132d street, was dedicated and officially opened. With the opening of the Home the Porters of this great concern have seen the fulfilment of their prayers and desires for many years and many of the older men present expressed themselves as having hoped against hope to see the opening of this home.

The building is a three-story brownstone front house and is equipped with beds to accommodate at least 50 people, although more than this number have occupied the quarters. In the basement a room is set aside for the storage of baggage and also a general [illegible] room. On the first floor in the front is a parlor, large and commodious, while in the rear is one of the bedrooms. The second and third stories are for sleeping purposes exclusively. In the basement there is also a bath. Taken altogether the building is an example for its sanitary condition, light, space, etc.

At the dedication services George Sylvester, chairman of the Pullman Porters' Benefit Association of the Northeast, presided, and did so in an admirable manner. The first speaker of the evening was Frank Fane, and he dwelt at some length on what the Pullman Co. was doing for its employees to-day. George R. Price, of Boston, was the next speaker and he also lauded the Pullman Co. for the good it was doing in opening such a home, and he expressed the hope that the company, in the near future, open similar quarters at Boston. J. B. Davis, one of the students, spoke of what the Pullman Co. was doing for the education of the colored youth of the country and made the astounding assertion that the Pullman Co. was to-day supporting about one-half of the students in colored universities.

Porter C. A. Keyes, also a student, was the next speaker, and he was beyond doubt the "hit" of the evening. In a most brilliant oration he praised the Pullman Co. and called upon the employees to always remain loyal and true to the company which had made their interests its own interest.

Porter Waverly Williams then accepted the Home in behalf of the Porters, and in a short talk compared the working conditions of the porters today with what they were years ago, and it goes without saying that the comparison was greatly to the advantage of the company.

There were about 75 porters of various districts present. Among the officials of the Pullman Co. the following were present: J. A. Rittenhouse, district superintendent at the Pennsylvania Terminal; P. O. Sauer, Mr. Grant's assistant; B. L. Westervelt, agent at Hoboken; E. Tack, agent at Weehawken; F. Cook, storekeeper at Mott Haven; J. C. Krudner, of Mr. Grant's office; Mr. Gross, Mr. Cook's assistant, and Mr. Hill, instructor at the Pennsylvania Terminal, and S. Spring, Mr. Grant's second assistant.

There was only one feature of the meeting that was regrettable. That was the general comment, namely the inability of Mr. Grant to be present who had been called to Chicago the day before on important business. After the elaborate program was finished refreshments were served by M. M. Snowden, assisted by Mrs. E. A. Beattie, Mrs. O. T. Harper and Mrs. Delaney. Among the visitors:

The program follows: Opening song, by the chorus; prayer, by the secretary; introductory remarks, Chairman George Sylvester; bass solo, C. R. Womble; short address, Frank Fane; solo, Miss Carrie Condy; address, George Price of Boston; solo, W. F. Crockett; address, J. Burton Davis; violin solo, Master Eddie Walker; address, Eugene Roundtree; tenor solo, James Short; selection from "Dunbar," Mrs. Marion Toney; solo, W. S. Evans; address, J. T. Aldrich; cornet solo, Moses Howard; accepting quarters in behalf of Porters, Waverly Williams; solo, "Birth of Morn," E. H. Hardman. E. A. Benson was musical director and M. M. Snowden general manager. A flashlight picture was taken.

# MAUD B. BOOTH PRAISES THE PULLMAN PORTERS

## Noted Woman Says No Woman Has Ever Been Insulted or Mistreated by a Porter

## HIGH CLASS OF EMPLOYEES

### Meeting in Interest of Empire Friendly Shelter at Palace Casino Attended By 2,000 People, Who Hear Eloquent Address from the President and Founder of Volunteers of America.

In her address Sunday afternoon at Palace Casino in behalf of the Empire Friendly Shelter, Mrs. Maud Ballington Booth, president of the Volunteers of America, known to thousands of prisoners throughout the United States as the "Little Mother," took opportunity to pay a richly deserved compliment to the Negro Pullman porters of the country.

She declared that they were uniformly courteous, obliging and honorable. Not one instance, she affirmed, had ever been known where a Pullman porter had taken advantage of his position to insult or interfere with women passengers entrusted to his care, whether they traveled alone or not. She said that for twenty-nine years she has been traveling in all parts of the country and her own experience has been that a more courteous and agreeable aggregation of employees are not to be found among any class of people anywheres.

Mrs. Booth told of her work throughout the country, some of the incidents being intensely interesting. She emphasized the need of cleansing the souls of the erring and unfortunate, declaring that neither education nor health training can cure the life twisted by sin, vice or drugs. The soul of the prisoner or of any other unfortunate is as precious in God's sight as that of the best person in the world, and people make a great mistake in withholding from the returned prisoner human symathy and support. The speaker told of many men and women restored to splendid manhood and womanhood after having paid the penalty for indiscretions and infractions of the law, both human and divine.

#### Help for Empire Friendly Shelter.

Two thousand people were present at the meeting, which was held in the interest of the Empire Friendly Shelter, Miss Grace P. Campbell, superintendent, located at 116 West 133rd street. Mrs. Mary C. Lawton of Brooklyn is the president of the home, and she presided at this meeting, being introduced by John M. Royall. Mrs. Lawton emphasized the obligation of man's duty to man, and said that race progress is marked by the measure of actual service to our fellow men.

Mme. Maybelle Fairfax and Mme. Pauline Dempsey rendered solos, and David I. Martin of the Martin-Smith Music School played a violin solo. Miss Campbell, the superintendent, told of the aim, object and necessities of the home. Appeals were made to the audience by the Rev. W. W. Brown, pastor of the Metropolitan Maptist Church, and Fred R. Moore, editor of THE AGE. The audience contributed the sum of $72 for the home, and a number of the people signified their intention of becoming members and actively aiding in the work.

The ushers were from the various churches of the city, and they were in charge of Mme. Lottie L. Laing. Maj. R. C. Wendell and his Boy Scouts rendered valuable service. Announcement was made that a lawn party will be given at the home of John M. Royal, 21 West 134th street, on Monday evening, August 2, with Mrs. Montgomery Jones and Mrs. J. N. Robinson in charge. A linen shower is t be held at the home Thursday night, July 29.

Among those seated on the stage, in addition to the speakers and participants, were the Rev. A. Clayton Powell of the Abyssinian Baptist Church, the Rev. Frederick A. Cullen of the Salem M. E. Church, the Rev. Reverdy C. Ransom of the A. M. E. Church, Mme. Marie Jackson Stuart, the Rev. W. S. Holder, Clinton Holoway, president Columbus Hill Civic League; Robert Lewis Waring, W. W. Chisum, Philip A. Thorne, Archie Roberts and others.

# STATE BARBER EXAMINERS HERE

## SEVERAL SHOPS CLOSED UP

### Lack of Hot Water, the Charge Against Most Proprietors who Came Before Examiners—Solicitor's Office Too Small to Accommodate the Many Offenders.

The arrival in the city this week of the state barbers' examiners has caused a flurry in tonsorial circles and yesterday morning it seemed, around the court house, as if there might have been going on a municipal barbers' election, so large was the crowd of tonsorial artist who, for some reason or other, were summoned before the board of examiners which was sitting in the solicitor's office but which, on account of lack of space to accommodate the various offenders, had to be transferred to the superior court room.

All day yesterday the various cases of infraction of the recent barbers' laws by local barbers, which were detected by the state examiners, were tried. Some of them of minor consequence were dismissed with a reprimand while others more serious received a heavy penalty.

Most of the barber shop proprietors who were hailed before the board were charged with not having hot water in their shops at all times, this being one of the state requirements. The members of the board were light on those who were guilty of this charge and dismissed the offenders, but those who were found to keep dirty places or who failed to provide their shops with necessary anticeptics met with little mercy.

A few of the proprietors whose shops wer found to be filthy and unsightly were ordered to close their places of business. Several shops were found to be operated without a license and in each instance the proprietor was turned over to the local authorities to handle. In one instance both the proprietor and his barber were found to have neglected to provide themselves with the necessary state license and were consequently harshly dealt with.

Immediately upon reaching the city the members of the board went on a round of inspection and many of the proprietors not expecting a call from such distinguished personages were caught "napping. A request by the inspectors for a little warm water to wash their hands was time after time met with the reply "The water is not quite hot yet."

In all there were about fifty or more cases to be tried and the entire time of the board yesterday was taken up in disposing of them. Both white and colored barbers were among those who were hailed before the board, the majority of cases being against the latter.

### COLORED MAN IS AGAIN LICENSED AS CAPTAIN

Mr. R. J. Salisbury, wso for eight years served as captain on a passenger steamer carrying both white and colored passengers on the Tar and Pamlico rivers in North Carolina and who bears the distinction of being the only colored man who has performed this kind of service, has again secured license to serve as captain of steamers of one hundred tons and under. By this same license he has the privilege of going mate on freight river steamers of any tonnage.

Mr. Salisbury was successful in renewing his license through a test submitted by the United States local inspector. He met the requirements satisfactorily of course, and therefore enjoys the captainship privilege. For his long service in the North Carolina Company he must be a man of unusual ability in this line, and his recent standing suffices his present efficiency. He deserves congratulations.

Mr. Salisbury is a native of Tarboro, N. C. He now resides in Norfolk and is employed in the railway mail service.

Labor-1915

# WHEELING & LAKE ERIE R.R. TO HAVE WOMAN WAITERS

White Women to Supplant Men on Line Between Cleveland and Wheeling, Ohio, After May 2—Chicago Railroad Men Discuss Question Following Announcement.

OPINIONS ARE VARIED.

Majority Oppose Plan—H. S. Stevens of C., B. & Q., W. C. Francis of the I. C., and Others Do Not Consider Idea Practical One—Plan Not New.

Girls as waitresses in railway dining cars are being considered by Chicago railroad men following the announcement that on the Wheeling & Lake Erie Railroad, which runs between Cleveland and Wheeling in Ohio, white girls will supplant the men waiters after May 2. Opinions were varied as to whether the plan is a good one, but it was the belief that such a system might well succeed for short runs. Whether women could stand long runs was doubtful, in the opinion of most of the railway men. Some of them expressed themselves as follows:

**Not Practical, Says Mr. Stevens.**

H. S. Stevens, assistant superintendent of commissary, Chicago, Burlington & Quincy Railroad: "I think it inadvisable to have girls wait on table in railway diners. The situation there is so different from a hotel or restaurant. The girls would probably have to wear trousers when the diner is crowded to capacity, for their skirts would take up too much room."

A. M. Schoyer, resident vice president of the Pennsylvania Lines. "The experiment is not a new one. It has been tried out with some success on the Toledo & Ohio Central Railroad and I see no reason why it should not be a success on the Lake Erie & Wheeling. We have never made such an experiment, and I don't see why we should."

**Colored Waiters Satisfactory.**

W. C. Francis, superintendent of dining service, Illinois Central: "I would not favor the plan for our road. The work of the colored waiters is satisfactory and I see no reason for a change."

C. H. Shircliffe, superintendent of dining service, Chicago & Northwestern: "This line now has a woman waitress on a diner running between Sioux City and Carroll, Iowa, and she has given excellent service. I believe that on short runs—say from three to five hours in length—women would make excellent waitresses. My brother, Arnold, who is the head of this service for the Monon road, favors women waitresses on short runs. He told me awhile ago that he feared he would lose the one waitress in his service by way of the marriage route."

# PULLMAN PORTERS RESENT SYLVESTER WORDS AS INSULT

The New York Age

## Chicago Committee and Local Railroad Men Declare His Testimony Before Industrial Relations Committee Was Untrue

## SMIRCHED THEIR HONESTY

Storm of Protest All Over the Country Against Words of Pullman Representative Picked by Company Who Jokingly Said That Tipping Saved Every Passenger With as Much as $2 on Him.

Chicago, Ill., April 9, 1915.

The New York News,
135 West 135th street.

Dear Sirs—We, the Committee of the Chicago Western District, wish to state through your paper that the statements made by the various porters a few days ago are untrue and without any foundation, and we wish to further state that our Committee can and will furnish the proper statements and all references applied for. We wish to further state that all of our porters operating on cars, especially the long runs, such as Portland, San Francisco and Los Angeles, are treated as prisoners. This, I wish, will be mentioned also, that conductors drive porters with drawn revolvers to carry out their instructions. This has been reported to our superintendent, but never gets any hearing.

We also ask your support in helping us to fight this battle.

Thanking you for this favor, we are,
The Committee of the C. W. District.

**Pullman Porters Are Mistreated.**

Chicago, Ill., April 6, 1914.

The Investigating Committee of the Federal Commission, noticing an article in one of the leading papers of the city concerning the conditions of Pullman employees, wish to state that in regards to the porters, of which I am one at present, I want to say that we are treated more like beasts or mummies than we are as employees of this great company. We are forced to go any place we are sent without funds. If we complain or refuse to go we are discharged. We have no voice and are not considered worthy of telling the truth. On the long runs from Chicago to California, we get but a little rest, and if we are caught asleep we are discharged or laid off after being up three days and nights.

Working a 16-section car with thirty-two passengers, we are mistreated by the Pullman conductors, who make ninety dollars to sign a few passengers to their berths, and the porter, doing the most of the work, gets the small sum of twenty-seven dollars and fifty cents a month on a standard car and fifty-six dollars and seventy-five cents on tourist cars. We are dogged around and treated as prisoners. We are told to report such treatment and report it to our superintendent, but to no avail. When going to the office to get our little pay we are kept waiting one or two hours before we are recognized, and in getting our check either a dollar and four cents, or sixteen cents, or seventy-seven cents, or forty-two cents of our money is taken out for linen, which we know nothing of, and if we ask for the shortage we never get any reply. The raise in wages is so small that we can hardly realize it has occurred. The Pullman company hired spotters to get on their cars at some lonely spot in the dead hours of the night to catch a porter asleep, and if caught he is discharged after being on duty forty-eight hours without any relief or rest. The men are very boisterous and mean, and if we are caught trying to protect ourselves we are subject to be unloaded on some desert or lonely place; won't be sent home, or refused money or anything to live on. I hope some action will be taken to better the conditions of porters. Conductors carry revolvers and porters are not allowed to carry even a pocket knife. In some districts in Chicago porters are treated better than others. I have had to carry cars to the shop one cold day the past winter. A few weeks ago I was ordered to carry a car to the Pullman shops. Got on the car at noon and arrived at the shops the next afternoon. Was without food, fire or anything else. Had I left the car I would have been discharged. So you see what we have to contend with.

A PORTER.

# LINCOLN'S SON CLAIMS PULLMAN CO. AN UPLIFT

## Tells Federal Commission Co. has Done Most to Uplift Negro Men

## TIPS REALLY TO COMPANY

Robert Lincoln, Former President of Pullman Co., Testifies That Salary Paid Porters is Too Low, and if Law Prohibited Tips Salaries Would be Raised Immediately by the Company.

The New York Age 5/16/15

Special to THE NEW YORK AGE.

WASHINGTON, D. C., May 5.—Robert Todd Lincoln, son of the late President Abraham Lincoln, and a controlling factor in the destinies of the Pullman Company, was a witness before the Federal Commission on Industrial Relations, Frank P. Walsh of Missouri, chairman, which opened a three weeks' hearing on Monday in this city.

Mr. Lincoln declared that the Pullman Company has been "the one large element (outside of the learned professions) that has done more to uplift colored men." Mr. Lincoln was president of the company from 1897 to 1911, while ill health necessitated his retirement, and he became chairman of the board of directors, which position he now holds. He declared that the matter of tips to Pullman porters was an old custom, but that it was not a nice arrangement and was very annoying. He acknowledged also that tips to porters were really tips to the company stockholders.

He said that if tips to porters were prohibited by law the company, without two minutes' discussion of the matter, would immediately raise salaries. He said that salaries to conductors and porters were too low, that increases should be granted, and that it was a matter which would have the attention of the executive board of the Pullman Company at once.

**Refers to Porters as "Coons."**

Commissioner Garretson, in questioning Mr. Lincoln, had to interject an insult to the vast body of worthy Negro men who serve as Pullman porters by referring to them as "coons," and to his reference no exception was taken by the great emancipator's son, or any other member of the commission. This came when Garretson asked Mr. Lincoln, "Then if tips are to be paid you believe in the corporation getting them instead of the 'coon'?" to which the reply was given, "That is what it amounts to."

On the origin of the tipping system Mr. Lincoln said that it was existing when he became president of the company, and was a condition found by George M. Pullman when he entered the business.

When Chairman Walsh brought up the subject of tips Mr. Lincoln sat straight up in his chair.

"That situation annoys me very much," said Mr. Lincoln.

"Has this tipping habit always been as widespread in the United States as at present?" asked Chairman Walsh.

"I have no doubt of it," replied Mr. Lincoln.

"Your porters get $27.50 a month. They are supposed to supplement their pay by getting tips from the public?" was asked.

"Might I put it this way?" suggested the witness. "We know they get tips."

"Would you say that a man was able to retain his self-respect living under a systme where he is forced to get gratuities in order to earn a living wage? Are not his morals corrupted by such a system?"

**Not a Question of Morals.**

"I do not think it is a question of morals," replied Mr. Lincoln. "They would get tips whatever wages were paid. They get such tips as a matter of fact for performing services not strictly in their line of duty as porters. You know the colored race is subject to great limitations in getting employment. I believe that outside of the learned professions, where they have made some progress, the one large element that has done more to uplift colored men has been afforded through employment by the Pullman Company."

"Do you think this service has uplifted them?"

"The tips are paid without regard to the amount of wages," replied Mr. Lincoln. "If you increase their wages and they continue to get tips as at present they would get much more money. You can understand how that might not be desirable."

Mr. Lincoln conceded, in reply to questions, that the wages of Pullman conductors and porters were too low; that increases should be granted, and that it was a matter that would have the attention of the executive board of the Pullman Company at once.

When told of the case of a porter who testified that one month he had made $115, all of which except $27.50 was paid by the traveling public, Mr. Lincoln explained with a show of embarrassment:

"I do not think the arrangement is nice at all. It is an old custom."

**Tipping Never Prohibited.**

Mr. Lincoln added that the company had never attempted to prohibit the acceptance of tips. He expressed the belief that if tips were prohibited the porters "would be very much troubled."

Mr. Lincoln said he had never heard of any dissatisfaction on the part of the traveling public to the payment of such gratuities. It was suggested to Mr. Lincoln that most social clubs prohibited the payment of tips.

"That is true," he said. "But I find that in all the clubs I belong to I am invited once a year to contribute to the Christmas fund of the employees."

"Are not the stockholders of the Pullman Company the real tip takers?" asked Commissioner Garretson.

"Really that is so," answered Mr. Lincoln, smilingly.

"Then if tips are to be paid you believe in the corporation getting them instead of the 'coon'?" observed Mr. Garretson.

"That is what it amounts to," replied Mr. Lincoln.

The witness added in answer to another question that if tips were prohibited by the law, wages would be increased imme-

diately.

"There would not be two minutes discussion over it," he said.

# BIG FIRE LOSSES FOLLOW WARNING TO FIRE NEGROES

## Mysterious Unsigned Notes Left at Two Farms in Cherokee County During Last Few Days.

### *DAMAGES BY FLAMES WILL EXCEED $90,000*

Constitution 12-7-15

### In Two Instances Notes Had Been Left by "Night Riders," and in Two Others No Word Had Been Received.

That "night riders" operating in Cherokee county are charged with the destruction of property valued at approximately $90,000 during the past two days, following the receipt of mysterious unsigned notes, cautioning employers of negroes against the retention of these employees was information received in Atlanta yesterday morning.

The heaviest sufferers in a series of fires were Coggins Brothers, whose immense barns and granaries, located less than a mile west of Canton, were destroyed with a loss of about $75,000. Ral Coggins, of Atlanta, one of the men interested in the business Monday was unable to state the amount of insurance carried, although he did not believe that it would cover the loss. A message from Canton, however, was to the effect that the insurance amounts to less than $25,000.

Otto Sherman, whose residence and barn were situated 6 miles east of Canton, sustained a loss estimated at $10,000 when the fine buildings and their contents were destroyed. No insurance was carried. A barn belonging to Guy Stringer, situated 1½ miles east of the Sherman property, was destroyed with the loss of seven mules. Three mules which were saved proved to be broken-down animals, which were substituted by the incendiaries for the better ones. Mr. Stringer's loss is estimated at $5,000. There was no insurance.

**Residence Destroyed.**

A large residence belonging to Freeman Bell, a portion of which was occupied by a family of negroes, was destroyed with its contents, the loss amounting to $1,000. No insurance was carried. It was 5 miles north of Canton.

That all of the fires resulted from the operations of incendiaries is indicated by the fact that on the site of each burned building was found a five-gallon oil can, which had been emptied of its contents. It is a fact, too, that all of the fires are said to have started from the interior of the buildings in view of which they had gained much headway when they were discovered.

Residents of Canton, aroused by the menace which has developed in that community, secured bloodhounds from the Cobb county chaingang and placed them on the scent at the ruins of the Coggins buildings. However, efforts to ascertain the direction in which the incendiaries went were fruitless when the dogs followed the trail to a nearby house, thence to a road near the property and back to the sites of the barns. Here the scent was lost, in that a large crowd had gathered about the ruins, and it was impossible for the dogs to pick up a trail other than that mentioned.

The mayor and the aldermen of Canton have authorized a reward for the capture of the "night riders," although the amount has not yet been determined. It is probable, too, that the governor of Georgia will be requested to augment the amount offered by the town, and it is regarded as more than likely that the state fire marshal will be requested to make a speedy and rigid investigation of the conflagrations.

**Flames Discovered Sunday.**

The Coggins property was the first destroyed, the flames which resulted in the destruction of the buildings being discovered Sunday morning about 2 o'clock. It is learned that 162 horses and mules were burned, together with a large quantity of foodstuffs and farming implements. All cattle were saved by employees of the concern. Coggins Brothers deal extensively in horses, mules and cattle, and operate a large farm in connection with their barns. They also do a general contracting business, and in the performance of their work they employ a large number of workmen, about seventy-five of whom are negroes. It is stated, however, that they had received no threatening notes regarding the employment of the negroes, some of whom have been with them for many years.

The Cherokee county branch of Coggins Brothers is conducted by Gus Coggins, while Ral Coggins is in charge of the Atlanta business. Gus Coggins had left Cherokee county the day before the fire, having gone to Kentucky to purchase some stock. It has been customary for the firm to make such purchases in trainload lots. Mr. Coggins was advised of the fire and returned to Canton immediately with a view of investigating it. His brother at Atlanta Monday authorized the statement that the barns will be rebuilt as soon as it is possible to get the material on the ground, and the business will be continued when additional stock can be bought.

"We have been in business in Cherokee county for a number of years," said Ral Coggins to a reporter. "Our investments there are heavy and we can not afford to give up the business. Of course, our rebuilding plans have not been made in this short time, although it is certain that we will continue our business.

**Han Been Warned.**

The Sherman property was destroyed at an early hour Monday morning. He had just received a note telling him that he would give evidence of the possession of wisdom if he discharged negroes employed by him. He had given little heed to the note, although soon after its receipt a notice was found posted at the spring at which his family secures its drinking water, advising the owner of the property to discharge the negroes. Mr. Sherman, like Mr. Coggins, was away from home at the time of the fire. He had been called to south Georgia on a business trip. He was advised of the fire by wire and returned to Canton immediately. Neither the note nor the notice was signed and both appeared to have been written in a disguised hand. Eight mules, which were in his barn, were stolen and "plug" stock was substituted for them, the less valuable animals perishing in the flames.

Mr. Stringer had received a note similar to that which warned Mr. Sherman, and likewise a notice was posted at his spring, which, in handwriting and wording, was not different from that found at the spring of Mr. Sherman. Mr. Bell had received no notes or other warnings. The property of both of these men was destroyed at the same time that the fire was discovered on the property of Mr. Sherman.

# DOWNTOWN BANK EMPLOYS BRIGHT YOUNG MAN

The Chicago Inter Ocean

### Central Trust Company of Illinois Adds George H. Walker, Well Known Real Estate Man, to Its Force—Represents Every Department.

5/13/15

### SUCCESSFUL YOUNG MAN.

### Graduates in Pharmacy But Forsakes Profession for Real Estate—Prospers in Business—Member of Many Organizations and Popular Among Friends.

An encouraging sign of the times is the recent employment of Mr. George H. Walker, the well known young real estate man, by the Central Trust Company of Illinois, with offices at 125 W. Monroe street, between Clark and La Salle streets, and 111 S. La Salle street. The employment of Mr. Walker by the Central Trust Company sets a precedent in down town banking circles. He is in unattached capacity representing, with full power, the Savings Department, Checking Accounts, Real Estate Mortgage Department, Bond Department and the Safety Deposit Box Department. Details of these departments will be found in an advertisement in another part of this issue.

**Right Man in Right Place.**

In selecting their new assistants the officials chose wisely, for in George H. Walker they will find the highest type of our young, progressive manhood. Ever since his graduation from college Mr. Walker has been a substantial and respected citizen, always identified with the best interests of the race, and foremost with its intelligent leaders for the good of the whole people.

Mr. Walker made his business successes in real estate. For years he has been manager for the W. H. Cowan & Company. His thorough knowledge of the business has stamped him as an important factor in that line and through his aid many Chicagoans have purchased many valuable pieces of property. Business was the incentive of his employment by the Central Trust Company, and "business" is his slogan, he told a reporter for The Defender. "I am prepared," he continued, "to serve my friends in every branch of this company, and will be found here every day during business hours. His friends, however, should remember to ask for him.

**Studies Pharmacy.**

Mr. Walker is a native of Louisiana, coming to this city about fifteen years ago. He entered Northwestern University and graduated in pharmacy. It was his intention to enter that profession, but during his leisure time, while attending the University, he assisted in some real estate transactions and entered the business after his graduation. He attended Straight University, New Orleans, Fisk University, Nashville, Tenn., and is a graduate of Beloit College.

**Home Life.**

Among his fellowmen he is very popular, being a member of the Appomattox Club, lieutenant of Company I, Eighth Regiment, I. N. G., Wabash branch Y. M. C. A., Sigma Pi Phi Fraternity, and a prospective member of the Foresters and Knights of Pythias. He is married, and with his wife and three children resides in his own beautiful home at 522 Bowen avenue.

# BLACKS DRIVEN OUT WHEN THEY

# LOOK FOR WORK

## Colored Men Who Went to Small Oklahoma Oil Town Are Notified to Leave by White Painted Coffin Left in Their District

## APPEAL TO ATTORNEY GENERAL WITHOUT RESULT

## Citizens of All Black Town, Boley, Get Even by Notice to White Business men in Railway Station

Oklahoma City, Oct. 9.—Colored men who located at Jennings, an oil town in Pawnee County, have asked Attorney General Freeling to give them the protection of the law when they go back there, but it is not likely that any steps will be taken to guard them against the objections of the white residents.

The colored men left Jennings a week ago in a body, after a white coffin had been placed near their residences close to the railroad stockyards. The coffin contained a dummy and this inscription:

"When you see this, run! If you don't see it, run anyhow!"

All the colored men saw it and they knew what it meant. They had recently gone to Jennings, drawn there by the accounts of the town taking on new life, but the white residents did not want them.

The white discussed several plans of ridding the town of the colored and finally decided upon the coffin. It worked like a charm. Six hours after it was placed near the colored quarters the town had no colored population.

In only one town in the state are the blacks able to get even with the whites for such treatment. At Boley all the residents are colored and they allow no white people there. White men go there during the day to transact business, but they never stay over night in Boley. There is a sign in the Boley depot which reads:

"Do not let the sun go down on you here."

This refers to white people and the warning has always been heeded.

Labor-1915 NEW YORK CALL

12 May 1915

# Lincoln, Negroes and Tipping

"Abraham Lincoln's son is the chief executive officer of the Pullman Car Company. On the stand before the Industrial Relations Commission Mr. Robert Todd Lincoln stated that the dividends of the company last year were $161,000,000, that the wages of porters were $27.50 a month, and that the public was expected to supplement this amount by tips in order to make it a living wage. He declared that his company had been a great benefactor of the Negro race in opening up this opportunity for employment at 'honest labor.' He admitted that 'this arrangement of tips is not a nice one at all. But it is an old custom and one to which the colored race is accustomed.' Let us be a little clearer about this benefaction. The company employs Negro porters and pays them much less than a living wage; so far the benefaction is not evident. Then it expects the Negro porter to secure his living by tips from the public. The benefaction on the part of the public at least can be discerned. It is estimated at about $2,340,000 a year. But the advantage to the Negro race at 'honest labor' which the son of Lincoln applauds seems to consist of offering it sweated labor supplemented by charity."—The New Republic.

## Men and Measures

The New York News 2/15

In the role of ethnologist, a manufacturer of automobiles and a dispenser of liberal doses of the profits of his great business among his white employees. I had not known, or even heard, that he is an ethnologist. Yet it seems that he is, judging from the following except from an interview held with him by a representative of the New York World: "Take the colored man for instance. He is a developing race. He may go up and up. We have a number in our plant, but not doing specialized work. The colored man's skull is all in one piece. He is made differently from a white man. We could train them, but they fit in smaller tasks."

I am quite certain that Mr. Ford knows very little as to the capacity of the colored man for sustained effort along specialized lines, for according to his own admission he has not taken the trouble to find out by giving any of the number who fit in the smaller tasks—perforce—a chance to show what they can do. If he was as well informed as he imagines himself to be in this respect he would have hesitated a long time before giving expression to an opinion, for that is all it is, which is a gratuitious insult to the colored man, or colored race. Is it exactly time that the colored man's skull "is all in one piece," and that he is "made differently from the white man?" I am from Missouri and I'd like to be shown. I have been taught that the human race has a common origin and I believe it. In the Acts of the Apostles, 17:26, I find these words: "And hath made of one blood all nations of men for to dwell on all the face of the earth, and hath determined the times before appointed and the bounds of their habitation. The 'all nations' of the Apostles embrace the colored man—which was a mighty nation centuries before Anglo-Saxon races had emerged from barbarism and begun to wear clothes or manufacture automobiles. His blood is as rich, as red and as pure as that of any race that now treads the earth. The troubles of the colored man, woman and child can never have a right reason in the defects of the colored man himself, not at all. They will have their cause in the selfishness of those who are above them and who desire all the delightful things in the world for themselves, such as $5 and $10 per diem jobs, restricted residential sections, sanitary homes, automobiles, trips to Europe for health, etc., etc. Mr. Ford says, "We could train them (meaning the colored men) but they fit in small tasks." Broad-minded as he seems to be he does not appear to have developed the moral courage to give any group of the number of colored men he employs a white man's chance in his great plant, and I fear that none of this race will ever have this chance. Mr. Ford in his attempt to show that "white men are made differently," by inference wishes us to understand that white men are super men. I refuse to accept this pronouncement of the white man as other than what God made him—a man with red blood and with five senses such as he gave to every variety of the only race he ever created, the human race.

A domesticated white horse and black horse and wild bay horse are all of the same species or family; when the wild horse has been tamed he is none the less a horse. Mr. Ford's concepts of the colored man are crude and there appears to be some method in the manner in which he delivers his dogmatic opinions respecting his mental capacity and his physical construction.

Dr. Caldecott, dean of King's College, London, in an article in the London Quarterly Review, April, 1914, says: "In the higher range of mental capacity an interesting observation has been made by a prominent sociologist, Dr. Gustav Spiller. He has asked what success has attended the students at universities in Europe and America who have come from non-Caucasian races. These students have included Chinese, Japanese, Indians, Persians, Turks, Egyptians, Negroes, Maoris and others, and has been informed after detailed inquiry that members of all these races have completed their course substantially as those of European races. And as the peoples enumerated compose together with the European, perhaps nine-tenths of humanity there is little room left for any race incapable of intellectual capacity and power of concentration in study of a university standard."

This would seem to dispose of Mr. Ford's preconceived notions as to the mental capacity of the colored man whose skull, he thinks, "is all in one piece," and who is made differently from the white man, although the official record says No! I stand by the record; it is older than Mr. Ford and more reliable.

The foregoing was sent about a week ago to the New York World, which for some reason did not find it available. I now send it to the New York News in the hope that it may see the light of day: The metropolitan dailies are generous with their space to men of color only when their views gibe with those of their editors. Whenever they strike a manly note in their letters to the press. It means, "Strike one and out." Mr. Ford is a big advertiser and nothing in criticism of his strange philosophy and philanthropy which he is narrowing down to every branch of the white race will pass the censor of at least one great daily in Greater New York. Mr. Ford does not dare let down the bars and admit the colored mechanic into his plants. He knows what would happen if he did and so he would create by an insidious sneer the impression that the colored man's skull is all in one piece and that they are denser intellectually than some of the foreign imported hordes with which he is filling his plants and to whom he is paying a standard wage of $5 per diem. Advantage for advantage. Colored men if placed in competition with any group of white skilled or unskilled labor could easily hold up their own end and part of the other fellow's. Mr. Ford, like too many other wealthy employees of labor, is badly informed as to the mental, physical, mechanical and intellectual capacity of the present under dog in the battle of the bread winner. This is a fruitful theme but I forbear because of the limitations as to space.

BRUCE GRIT.

## Lash Is Being Used By "Possum Hunters" In Kentucky Counties

Constitution 8-19-15

Nashville, Tenn., August 18.—"Possum hunters" have become active in Caldwell and Christian counties, Kentucky, according to specials received here from Princeton and Hopkinsville today. In the northern part of Christian county fifteen men masked and armed went to homes of white and negro people. Several persons were whipped. Notices were left for the residents to move from the community.

At Princeton, a warning note and a bundle of thorn switches were left at the brick yard of J. K. McGoodwin, and as a result of threat, McGoodwin has discharged his negro laborers. Mr. McGoodwin is the father of Preston B. McGoodwin, minister to Venezuela.

**(Special to Chicago Defender.)**

Miami, Fla., March 28 (Special).—Consternation was created in the white colony here last week when a local organization of white chauffeurs mobbed a Negro American driver employed by Edward L. Stone, of Roanoke, Va. Mr. Stone, who is president of the Stone Printing and Manufacturing Company, of Roanoke, accompanied W. H. Lewis, superintendent of motive power of the Norfolk and Western Railroad, has been touring the South for several weeks in his Cadillac automobile, driven by Charles Stultz, an Afro-American, who has been for several years in Mr. Stone's service.

When the party reached the main thoroughfares of Miami the strange chauffeur was discovered by the white chauffeurs and his presence announced by a loud tooting of horns. Each man took up the signal and followed Mr. Stone's automobile to the entrance of the Royal Palm grounds, where they formed a blockade and sent a representative to the stranger to tell him that he would not be allowed to drive the automobile out of the grounds. Pickets were stationed about the grounds to prevent his escape.

**Police Won't Help.**

Mr. Stone appealed to the Police Department, who sent two men, but declared they could not promise absolute protection and only protection within the city limits. Mr. Stone obtained a white chauffeur for the afternoon to drive about Miami. Speaking of the incident, Mr. Stone said:

"I have employed Negroes to drive for me for several years and have been all over the South in my car, but never before experienced such outrageous treatment. The condition seems to be peculiar to Miami. I shall warn my friends in the North. I have submitted to the treatment merely to avoid trouble which the authorities admit they cannot prevent. I shall ship my car home and go on to Havana with Mr. Lewis, while my chauffeur will return home by train."

**Wealthy Men Are Wrathy.**

The winter colony resented deeply the treatment accorded to Mr. Stone and expressed themselves in emphatic terms.

Harry S. Black, who employs a Negro porter on his private car, said:

"The very idea that a man cannot come into Miami with Negro servants without being mobbed by a lot of ruffians is a disgrace to the community. Any aggregation of men that attempts to interfere with the rights of a Negro in his employment should be dealt with by the authorities. If an example were made of some of the ruffians it would inure to the standing of the community.

**Mr. Stewart Would Use Gun.**

Henry S. A. Stewart, banker, of Pittsburgh, said:

"I can't express myself too forcefully on the outrageous reception to Mr. Stone and his friend. If I kept a car in Miami and had a Negro chauffeur he would drive for me if I had to carry a shotgun to protect him, and then if anything happened I would hold the city and county responsible."

"I would not allow anybody to dictate to me the color of my servant," said E. O. Eshelby, owner of the Cincinnati Commercial Tribune. "You may quote me as strongly as you like in denouncing the Miami authorities for allowing such a condition to exist. I would drive my car as I pleased, and if necessary would enforce my right with a gun."

Similar statements were made by Henry Sanford, James Deering and others of the winter colony.

Mr. George H. Walker.

# THE MORAL TONE OF TIPPING

By Z. WITHERS

In discussing this question we desire to be frank and honest, and in order to do justice to all we shall employ nothing but the truth. In the discussion of all great questions of public interest we assume similar attitudes in order to reach proper conclusions. There is no question affecting the morals of men and women as the one of tipping. There are thousands of honest working people who must accept the tip in order to live, and there are equally as many thousands who must give the tip in order that these workers may live.

* * *

The industries affected by the tip question are hotels, cafes, dining cars and sleeping cars, and inordinately this system has spread to include every little service which is rendered to one at any place, on the public thoroughfare, theater, etc. A taxation so general, though voluntary, yet direct, must necessarily be predicated upon some fact. People are not going to do something continually without a reason. And the man who does not pay taxes via the tip is generally with the worker persona non grata. You must tip in order to be respected by the worker, and he must have the tip to live.

There is something radically wrong with an industrial system which requires a double pay for its service—one not included in the original cost and yet as important. Legislatures of various states are today grappling with the problem and attempting to force industrial corporations who are derelict in that respect to increase the wages of the workers by prohibitory enactments along these lines. Tipping, therefore, in many jurisdictions, is illegal.

Indeed this is a great question when scholars and legislatures are seemingly without means to terminate its progress. Before the tip there is the connivance of the stronger man, and behind it the defenseless humiliation of the weaker one. Both struggle to maintain positions which they have inherited and reluctantly recede. The rich man must have his privileges, and the poor man all the bread that he can get.

* * *

### The Foundation of Tipping.

Our subject here relates to past conditions of society, as the origin of tipping is an inheritance of an age which produced it—feudal days and customs. Socially, feudalism found its justice upon the law of necessity. It was an attempt on part of the state, or the power which constituted the state, to maintain economic independence against an all and aggressive ecclesiasticism which carries back to the fifteenth century.

By the king's prerogative all rights rested in the crowned head as ruler. Manors were created from crown lands or crown estates under the early English kings, and these in order were given to those who were the king's followers. The nobility were those who inherited title. In this way a sort of bulwark was established between lay authority and ecclesiastic power. Question of authority between these two forces were often difficultly settled.

* * *

Feudalism prevented the usurpation of lay authority by ecclesiastic rule and did more: It gave birth to class distinction. You say, what has that to do with tipping in rightful and wrongful nature? We say, it is necessary to show you the foundation of the law of master and servant which makes clear the prior position of class distinctions which were then created, and now the theory of tipping to satisfy a natural condition (underpaid workers) which results from a prior condition. We mean to say a dependent class of workers was created through the estblishment of class distinction in the social body, and the work of menial labor carries a tint of slavery.

The term skilled labor is a misnomer if intended for an organic term. Why is not all labor skilled? The fact that we have arts and crafts of various natures gives no such grounds. The differentiations of labor are not intended to imply such a meaning, but rather a diversification due to newer conditions through science and discovery. To be skilled is to know an art or craft. Whatever the employment, they are skilled who know that special line of work.

Trade unionism has grown stronger each year, due to advanced machinery and highly trained workers and their co-operative tendencies, and they have been able to receive greater benefits from their labor because of organization. Notwithstanding this fact, their work can never be more important for our social needs than the labor of other men who are not organized. The social needs of all men are similar—food, clothes, habitation, education and governmental protection.

* * *

By a decree as famous as if the proclamation was written by the executive of the nation and acquiescence given thereto by every citizen of the land, we deny common justice to thousands of honest working men and women of our country by allowing a wage basis beneath actual living conditions, which they must accept, and the tip is the means to prevent hunger and shame. Thus we use one sin to offset another. The basis of this modern servitude we find to be a custom of a long and forgotten past. We grant no man the right to title as a part of our organic law. We abolished the right of title by the adoption of the constitution of the United States. Why is it that we will not abolish other customs as pernicious and degrading as the titles of nobility seem to us?

The law of master and servant presupposes a condition of serfdom, and the tip is the personification of that evil. The dignity of labor should never be cursed with the conditions of slavery. Labor in the high eminence of its power is the impulse of the noblest sentiment of God. In our present state of social development labor we crown king, and all mankind serve. Who brings disrespect and encroachment of immoral conditions upon the high office of labor is a traitor to the American flag and an enemy to our country. Who refuses labor respect and dignity is a slaveholder within his heart. Who refuses to labor is a cringing coward beneath the greatest flag that the sun will ever shine upon.

The working man today resolves to do the world's work upon a higher plane than yesterday, and into his work go sympathy, manliness, courage and intellect. These natural forces are destined to make our day a model for tomorrow.

The work of slavery and involuntary servitude we cast off, and enlightened public opinion supplants it with a higher knowledge of humanity: Liberty, justice, God.

* * *

The meaning of the word servant is not a degenerate, deficient, dependent, helpless creature without thought, idea or expression, but quite the contrary. We declare the world's greatest benefactors are its greatest servants.

Since we can so easily trace the divine good in labor—for with it rightly employed the world becomes richer and greater—shall we not doubly oppose any institution which will degrade its nobleness? Labor is the natural flow of social energy which ennobles its giver and enriches the world. All labor is worthy its hire. Then why are tips necessary? Underpaid labor in any industry is a libel against the honesty of that institution. Is it not true that heaven's greatest blessing to us is compensation? The light of God's truth becomes more plain to us as we reclaim our brothers and sisters in bondage. The immorality of the tip is beyond question the same principle by which slavery was legalized in the United States. It was born in the days when man failed to recognize the brotherhood of man and Fatherhood of God. It was created when aristocracy was the master class and ruled with its oppressive hand. It was given life through the munificence of charity in the hands of king and potentate, in counterdistinction of even justice to labor to share in its own product. It created an artificial difference between man and man purposely to degrade the worker.

It is highly immoral, as it refuses honest recognition of labor value. A depreciative spirit of ingratitude in this way reaches the very vitals of national power—honesty and character.

Immoral, cruel, unjust, and degrading; and, with all, we failed to find words in the English language which are sufficient for its denunciation. Its effect is that of mutual debasement of giver and receiver. Therefore in our social growth the natural sociologic condition must be the leveling down instead of leveling up of the social body.

* * *

Can we realize what it means in America to have any class of workers underpaid? It means inefficiency, dwarfed development as to home life, crime and disease, and society must tax itself for the care of the human derelicts. Today there are 250,000 of them, and they cost the nation more than $1,000,000,000 annually.

From an economic standpoint underpaid labor, like slave labor, is most costly to you and I. Its lack of moral stimulant is like the ill-nourished arm upon the human body, where circulation of the precious blood of life is retarded by abnormal conditions. Disease and uselessness are automatic. The whole body is affected through a decaying member.

By whatever rule tipping is justified, slavery is legalized. We cannot have one without the other.

America is "the land of the free and the home of the brave."

# NEGROES ARE FLEEING FROM NIGHT RIDERS

Constitution 2-21-15

## Terror Prevails Near New Madrid, Mo.—Rental System Caused Trouble.

New Madrid, Mo., February 20.—As the result of warnings of "night riders" that they must leave the district before Tuesday morning, nearly three hundred negroes left New Madrid county last night and this morning. Possibly as many more are preparing to depart before the time limit expires. Thus far there has been no violence.

The negroes, most of whom are employed on farms in this county, will be severely dealt with unless they obey, the order announces. It is expected trouble will result. Sheriff Conran has asked Governor Major to send militia to help him restore order. Adjutant General O'Meara, who left Jefferson City last night, is expected today and will make an investigation of the situation, which the civil authorities say has gone beyond their control.

Negroes working on the government levee at Lenda and Dorena, in Mississippi county, also have been notified to stop work and leave the county. A foreman in charge of the laborers has been notified to stop employing the blacks. The first warning note was tied to a bundle of switches and the second contained a crude drawing of a shotgun.

Authorities said the order for the negroes to leave apparently was not based on any specific objectionable act, but on ill feeling because the negroes were doing work which some white workmen thought they should have.

The trouble between the whites and the negroes seems to have its origin in the land-rental system. Last December the white renters demanded a reduction from $6 to $3 an acre. The negroes were content to continue paying $6, and when new rent contracts were drawn up in January more negroes than ever were given places on the farms.

Discontent among the whites then developed, and personal threats were followed by the posting of notices for the negroes to leave. The more prosperous whites have condemned the raid, and are trying to prevent the exodus of negroes from becoming general.

Sheriff Kimes told today of a raid made February 2. Near the town of Linda shots were fired into a house containing sixteen negroes. Forty negroes worked on the farm on which the house was located, and nearly all of them fled within two days.

Bloodhounds placed on the trail of the raiders went to the house of a white man, who was arrested, but who proved an alibi.

### Negro's House Wrecked.

Princeton, Ky., February 20.—The house of John Childress, a negro, who returned to Princeton last week after several months' absence that followed threats from night riders, was demolished today with dynamite. No one was injured.

### Eighteen White Men Arrested.

Hickman, Ky., February 20.—Preliminary hearings of eighteen white men charged with being members of a night riding band which has terrorized negroes in this vicinity began here today.

Between Hickman and Tiptonville a number of negroes have been driven from their farms through fear, after notices had been posted warning them to leave. A number of cabins were riddled with bullets. At Linda, Mo., opposite Tiptonville, and at Dorena, Mo., opposite Hickman, night riders are also said to have terrorized negroes.

Labor—1915

**Fur workers in New York city demand $15 a week,** or 27 cents an hour for men of the first class, $13.50 or 24 cents an hour for second class, and $12 or 21½ cents for the third. They ask for 48 hours a week, half a day Saturday, time and a half for overtime, and pay for legal holidays.

**A bill to prevent the employment of Negroes by any railroad** in North Carolina veiled under a literacy test, is before the legislature of that state. Al-

**In the Manchester (Eng.) cotton mills** through orecruiting, it is reported sed in 1910 not to increase the percentage of their Negro employees, the unions now want all of these jobs for white men.

# ASSEMBLY UPHOLDS ANTI-TIPPING VETO

## Lower House of Wisconsin Legislature Fails to Pass Measure By Vote of 39 to 37 After Warm Debate.

**Special to The Chicago Defender.**

Madison, Wis., May 21.—The sustaining of the governor's veto by the assembly on Friday was even more of a victory than appears on the surface. Taking advantage of the general feeling among members against the tipping habit, opponents of the administration hoped to be able to give the administration a bump, instead they were given the bump, as not only did they not get the required two-thirds vote required to pass a bill over the governor's head but there was a majority of two votes against the passage.

Finding their game was blocked, the opponents of the administration became ugly and insinuated that members who should vote differently than they did when the bill was up before would show they had been 'tampered" with. This insinuation was hotly resented. In spite of all their efforts, however, the bill was refused passage, 37 to 39.

Assemblyman Minkley, who was one of those who were free with charges that members had been "tampered" with, at the afternoon session of the assembly made the amende honorable and tendered an apology for his words.

Thomas J. Pillow is regularly employed as demonstrator for the Western Motor Car Company of Los Angeles, California. His picture was shown in the last issue of Motor" showing him with a group of representatives sent out by the California Automobile Club to mark the western end of the trans-continental highway.

## TIPS.

The perennial tipping problem is springing again into public prominence. The Georgia traveling men agitated it in their recent annual convention held here. It is needless to say they are against tips. They propose to crystallize their opposition in a bill whose passage they will ask at the hands of the Georgia legislature this summer, providing for abatement of the tipping evil.

Of particular interest in this connection is the current investigation by national commission into the Pullman sleeping car porter situation. Testimony brought out before this commission developed that, whereas the porter's salary begins at $27.50 a month and runs up to about $42 after long service, the average porter's income ranges from $100 to $125 a month, including tips.

It is common knowledge that the tipping privilege in many hotels has become so valuable that the management extracts a profit from it. Hat and coat stand tipping privileges are farmed out by the hotels

# ARIZONA'S ANTI-ALIEN LAW UNCONSTITUTIONAL

EFFORTS to restrict the opportunity of aliens to work received a decided setback on November 1 when the federal Supreme Court handed down its decision declaring the Arizona anti-alien labor law unconstitutional.

This law, which was enacted by the initiative vote of the people of Arizona, made it unlawful for an employer of more than five persons to hire less than 80 per cent qualified electors or citizens of the United States. An Austrian waiter in Bisbee sought to enjoin his employer and the state from enforcing the law as to him. A special circuit court declared the law unconstitutional, and this decision the highest federal tribunal now affirms.

In announcing this fact, Justice Hughes said it had already been established that aliens in this country are entitled to the equal protection of laws, which "means equal laws for aliens and citizens." The Arizona law, he said, would exclude aliens from the state as aliens could not live where they could not work, and the result would be that although the United States had the power of admitting aliens to the country, the states could keep them out by such legislation as the Arizona law.

Especial interest attaches to this decision. Several foreign governments had protested against the law. The English ambassador stated that it affected a thousand English subjects in various parts of the state, many of whom had settled there with their families years ago. But more important than its the local effect is the indication it provides as to the way in which other laws discriminating against aliens may be treated if they come before the Supreme Court.

The status of alien residents in most countries depends upon the law of the national government. But, as the Committee for Immigrants in America points out, the matter is by no means as simple in the United States, where not only federal laws but state statutes and even municipal ordinances determine their status. State laws vary, and even a town ordinance may be equivalent to an evasion of the national policy or may be in sharp contrast to it.

Discrimination against alien workers was brought prominently to the attention of the country in the recent case of the New York subway workers, whose enforced withdrawal from work when a union compelled their employers to abide by a state law resulted in the prompt enactment of an amendment to the law.

This New York state law, however, and similar laws in many states affect only employment on public works. A great variety of restrictions covering all sorts of employment is to be found in other laws and ordinances. In Louisiana an alien cannot get a contract for public printing; in Michigan he cannot get a license; in many states liquor licenses are granted only to citizens; in six states the alien is excluded from gaining a livelihood by hunting and fishing; in Wyoming he may not be a guide and in Virginia he would be told that only a citizen may have a junk dealer license.

These facts and their meaning are discussed in an article in the September issue of the *Immigrants in America Review*, the quarterly publication of the Committee for Immigrants in America.

*Rollin in the New York World*

# NEGRO EMPLOYES GUARDED

**St. Louisan Owns Land, Which Blacks Are Clearing, Following Riot.**

**A large contract for clearing Mississippi County timber land has just been let near Wyatt, Mo., by Edward G. Rolwing, of St. Louis. More than 1,000 acres will be cleared and put in cultivation, 800 of which belongs to Mr. Rolwing, who has given the contract to a Memphis, Tenn., contractor.**

**Inasmuch as negroes are employed by the contractor, several secret service men are in the neighborhood to guard against a recurrence of a riot and attacks on the blacks, such as occurred several weeks ago, and resulted in the dynamiting of the home of Walter Shively, a farmer, who refused to discharge negro farm hands.**

WHERE EVERY MAN GETS A HEARING

# RACE MEN AND WOMEN CRUELLY DEALT WITH IN RECENT DISASTER

## Many Homeless—Police Arrest Afro-Americans on Sight, Under Orders from Chief.

## RACE CRIES FOR JUSTICE

**Trial Mockery—Fined and Put on Streets to Clean Up Highways—Whites Permitted to Loot and Steal Without Hindrance.**

**New Orleans, La., Oct. 8.—Although this city has been wrecked by a disastrous storm and both races have suffered alike, it seems as though the suffering of the darker race is not at an end here. Many have no homes to go to; the streets are full of filth and dirt; black and white have roamed the streets at all hours of the night, having no place to sleep. The police superintendent issued an order that all race men found on the streets at night be arrested. Nothing was said as to the whites. The order affected only those he desired to make clean the streets of the litter. The job would not suit the whites, and therefore the city would have to board them. As a result the overzealous police round up 200 or more, many of whom were respectable men and who could have given good acounts of themselves had they been given a chance. They were thrust in jail and given a hasty trial before the judge of the night court and fined $25. Most of them did not have that much in their pockets and were not given a chance to send for it, but were given thirty days in the workhouse and will be given the task of cleaning the streets. This was on Friday. Today they went so far as to go into the saloons and arrest race men indiscriminately. The people here are indignant, for it is only a way that the police chief thinks he can put himself in good with the city by saving it money. The whites are still roaming over the city many of whom are thieves, pickpockets and looters. They go unmolested and unnoticed, but the other race of people are arrested so New Orleans can have its streets cleaned without much cost to the politicians and the city. Had the city called for volunteers to help clean the streets there is no doubt that they would have gotten 5,000 race men to assist; and instead of the mean feeling which has arisen against the city by the men of the race there could have been a feeling of brotherly love one to the other. The conditions here are deplorable, and we do hope that the association for the advancement of our people will send someone here to investigate. We ask only a fair chance. We are tired of being hounded by the men who are supposed to protect all citizens both in ordinary times as well as in times of great disaster. We beg the outside world to come and help us in our distress.**

# NEGROES FLEE FROM NIGHT RIDERS IN MISSOURI SECTION

NEW MADRID, MO., Feb. 22.—Night riders last night again shot into the cabins occupied by negro farm laborers near here, and today the exodus of frightened negroes began anew. The night riders are said to plan serious action against all negro laborers found in the vicinity after tomorrow.

Notices posted on various farms warned the negroes to leave before Tuesday night. The night riders comprise a band of dissatisfied white farm laborers, who, according to the land owners, seek to drive negro renters and laborers out of the district in the hope of obtaining higher wages or farms at lower rentals.

## BARBARISM IN GEORGIA.

The Atlanta daily white papers gave an account last week of barbarity run wild in Forsyth county. Mr. Hudson Moore, a member of the law firm of Moore and Pomeroy, one of the most prominent in Atlanta and Georgia, had law business that carried him to Cummings, Forsyth county, the first part of last week. Mr. Moore decided to motor up, the place being about 50 miles from Atlanta. He carried members of his family, a colored nurse and colored chauffeur. When he was about to enter the court house on reaching Cumming, the best (?) citizens and possibly the court house crowd also, made him leave off his law business in the court house, get back into his car, and compelled him to go fifteen miles away out of the town and county limits, and there leave his colored nurse and chauffeur, on the ground that they—the best citizens—did not allow a colored person to eventer the county for any purpose whatsoever. Mr. Moore went the distance, returning to Cumming, all white, transacted his business and then adjourned to the spot where waited his colored servants. He was not to tarry long in the town, but the best citizens do not allow any kind or class of colored persons to even enter the county in any capacity whatsoever, neither as gentlemen nor as scullions. The law partner of Mr. Moore is Maj. E. E. Pomeroy, an officer in the State National Guard, and within a few months elected the county attorney, for Fulton (Atlanta) County. Both are most estimable gentlemen. This is related in detail to show the pure cussedness of those barbarous people in Forsyth county, represented in the legislature of the State of Georgia, located in almost a neighboring county to the capital of the State, near the home of the Assistant District Attorney of the United States District Court for the Northern District of Georgia, and a next-door neighbor to Congressman Bell. The real estate of Negroes in that God-forsaken hole has been confiscated, taken over, purloined. And no noise is made about it. Lawlessness is committed in an orderly manner they say, and that ends the travail. All this the work of the best citizens, too, be it remembered. The facts are recited faithfully. Comment is unnecessary. There you are.

## ONE OF THE NATION.

### By Forcing Porters to Live Upon Passengers, Pullman Company Piles Up Enormous and Unjust Profits, Says Philadelphia Ledger, in Bitter Arraignment of Great Railroad Company.

Philadelphia, May 12.—What is perhaps the most bitter arraignment of the Pullman Company for the small and the degrading tipping system enforced upon its porters appears in Wednesday's issue of The Public Ledger. Speaking editorially, it says:

"Our country entertains a high regard for Robert T. Lincoln, for reasons unnecessary to mention. For many years he was president of the Pullman Car Company, and he is now the chairman of its board of directors. Testifying on the subject of tips collected by Pullman car porters, Mr. Lincoln said: 'I do not think the arrangement is nice at all.' He admitted that if the porters were not allowed to accept tips the company would immediately be obliged to increase their wages, which are now only $27.50 a month. The practical effect of the tip to a porter is that it saves the company wages. Therefore, the passenger's tip really goes to the Pullman Company stockholder, a fact which Mr. Lincoln readily admitted. How fortunate the Pullman shareholders are compared with those who own the railroads which haul the Pullman cars! There is quite as much reason for tipping the brakeman in an ordinary car as for giving a fee to the Pullman porter. Hence, if the Pullman rule of having the passengers tip the Pullman stockholder is valid, the plan might be extended to employees of all railroads and public service companies.

"By paying its porters a ridiculously low wage and forcing them to live upon the passengers who have already paid the company a big price for their accommodation, the Pullman concern has been able to pile up immense profits. It is one of the meanest practices known in America. It ought to be made a legal offense to tip a car porter, as it is a legal offense to offer any other bribe for service."

## SMITH NOW CONDUCTOR.

### Pennsylvania Dining Car Employee Promoted for Faithful Services.

The Pennsylvania Railroad has seen fit to place at the head of one of their dining cars as conductor J. Berry Smith, an old New York boy, who has been in the service for the past eight years. News comes to us from an authentic source that Berry was given this position for the efficiency he maintained with the company.

He was required to give a bond for $3000. On the same being executed the company readily turned over to him one of their dining cars under the supervision of the Erie commissary.

On investigation we find that there is one other colored man holding a similar pesition, and his name is John Jones, who is credited with being one of the most able conductors of the New York Central dining car service. There is no doubt in the minds of the Pennsylvania people and all those who know Conductor Smith that he will make good.

## FULL CREW REPEAL VETOED BY GOV. BRUMBAUGH OF PENN.

### REPUBLICAN GOVERNOR REFUSES TO PERMIT LEGISLATURE TO RESTORE COLORED TRAIN-MEN BY REPEALING LAW OF THE LABOR UNIONS TO CUT OFF COLORED—BRUMBAUGH GAVE PHILA. JIM-CROW SCHOOLS.

(Special)

Philadelphia, Pa., June 21, 1915.—The Colored people of Pennsylvania as well as others are stirred by the veto on the part of Governor Brumbaugh of the law repealing the opprobious "Full Crew" law of the state. This law was passed at the behest of the labor unions, and was intended in part to replace the Colored trainmen with white labor union men, entirely wiping them out. The railroads carried on an open, circular and newspaper appeal for its repeal. The legislature repealed it and now the Governor has robbed the Colored people of the repeal by his veto.

Gov. Brumbaugh was supported by the Colored vote, although some opposed him because of his support of the establishment of Jim-Crow schools as head of the Philadelphia ublic school system.

## PULLMAN PORTERS FORMALLY OPEN NEW QUARTERS.

### New Home Established By the Company at 3233 Wabash Avenue Has Every Comfort—Messrs. Talley and Johnson Are Custodians.

The Pullman Company formally opened the palatial home of its porters and other Afro-American employes at 3233 S. Wabash avenue last week Thursday evening, in a most elaborate manner. Any foreign employes of the company can secure sleeping accommodations at the home without charge—a boon to many porters who are running extra.

Musical numbers were rendered by Mrs. Annabel Cook, the lady baritone; Mr. and Mrs. Isaac Morgan, basso and soprano, respectively, and Mesdames Edwards and Thomas, pianists. Alexander O. Taylor was accompanist. An excellent supper was served at the company's expense by the Ladies' Auxiliary. Superintendents C. C. Cox, Waite Gilzow and Chief Inspector of Service J. Davis were present and offered remarks of encouragement and welcome.

Messrs. Johnson and Talley are custodians of the home. As usual, Mr. Talley distinguished himself as the "silver-tongued orator" in a pleasing address.

PUBLIC PRINTER FORD.

The Bee wants to extend its thanks to Public Printer Ford for the manner in which he has treated the colored printers. Colored machine operators who had been transferred and demoted under stropper republicans have been reinstated by Mr. Ford. There is no public officer under this administration who is beter liked or appreciated than Mr. Ford. He has been uniformly fair and just towards his colored employees. He sees that the colored men and women under him are protected.

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## CLUB TO AID NEGRO WOMEN WHO WORK

### "Reliable" Organization Formed Which Will Have Names of Fifty Capable Aides.

A plan to encourage the capable negro women of St. Paul and to make it easier for them to find employment is being devised by the members of the White Women's clubs here. A movement is under way to organize what will be known as "The Woman's Reliable Working club," to be made up of approximately fifty negro women who either wish to find work for other members of their race or who need employment themselves.

Mrs. Albert R. Hall, president of the Fourth district of the Federation of Women's Clubs, has started the project. Mrs. Mary Black, 525 Rondo street, will be head of the colored women's club. There are ten charter members, all of whom are known to the originators of the movement.

The members of the club will do domestic work by the hour, day or week. The club can furnish competent women to cook, do general housework, take care of children, or cater for special parties.

#### Personal Recommendations.

All applications for such service must be made to Mrs. Black, who will know and recommend every member of the club.

The movement will be taken up with the Woman's Welfare league, League of Protestant Women, Guild of Catholic Women and other women's organizations in an effort to obtain their support.

## Fewer Places for Negroes.

Editor of The Globe, Sir—Please permit me to try to answer Mr. Allen's query as to Negro employment published in these columns on July 24. I have had this subject under consideration for some years and have come to the conclusion that the Negro is not losing his place in the industrial labor field for any fault of his own or from inefficiency on his part, but since the times have changed the methods of employing men and women and the many unions have been founded this race must be the sufferer.

The employment agencies are managed and controlled by foreigners, whose idea of efficiency is that only of foreign efficiency. The large employers of men, in most cases, have what is termed the employment department. The managers of these departments seldom will be found to be Americans, and if you do find a few they are so closely connected with the foreign element that the foreign influence is so strong that fairness is overshadowed by that class of labor. The real employers of labor have very little choice in the matter, and if one fails to do his duty he is replaced upon the recommendation of either an employment agency or the manager of the abovementioned department.

If there ever was a trust in America, I, for one, believe that this kind of business is one. The bringing about of conditions where white men are willing to accept such positions as servants rather than seek higher positions of standing in life will, in my way of thinking, shift America to some foreign land in spirit and action. With the many fields in the business world that are open to all white people it does not seem possible that they would raise sons in a free country lke America for a domesticated life.

As a Negro, I look at the matter in a rather dubious light, for the reason that foreigners come to this country with the one hope of becoming men and women and for freedom, and yet as the years pass they are grasping the lowest positions in greater numbers. The Negroes must make some way whereby the employers of men will be able to have placed before them well recommended colored men for the places vacant. This may solve the problem.

A. L. HAYES.

Lyndhurst, N. J., July 26.

Labor – 1915

Nashville, Tenn.

AUG 18 1915

## NEGROES PLAN BIG LABOR DEMONSTRATION

According to steps taken by the negro Board of Trade at a regular meeting Tuesday night, Labor Day, September 6, will be fittingly observed by the colored people of Nashville at Hadley park with one of the grandest labor demonstrations ever undertaken by the colored people on this occasion. A street parade, in which the leading labor organizations and allied associations will participate, will open the activities of the day. At the park all kinds of amusements will supplement the speaking program, which will take place in the afternoon. "The Dignity of Labor" will be stressed by each speaker.

A. N. Johnson heads the special committee appointed to arrange for this demonstration, and already has entered actively into the work of selecting his speakers, and arranging for the parade and other minor details.

The negro Board of Trade also named a committee to complete plans for the opening exercises of the colored branch Carnegie library, which is nearing completion.

The proposed negro high school building was also discussed at length. The disturbed condition of city finances was advanced to offset any further contention at present.

The meeting was largely attended. Ira T. Bryant, president, presided. Several new members were recorded.

## CLOSING DATE NEGRO CHARITY FUND CONTEST

At a special meeting Tuesday night of the emancipation committee of the Nashville Negro Boosters' Club it was agreed that the popular charity fund contest, which has been running several weeks, be continued until Thursday night, August 26, the date of the regular semi-monthly meeting of the club, when the contest will be brought to a close. Women as well as men will be permitted on this occasion, when refreshments will be served free to all who may attend.

A special program will also be rendered by members of the Booster Club, who anticipate good returns from their efforts to increase their funds for charitable and other purposes.

The regular membership meeting of the club will be held on this date, when the regular dues for the quarter will also be collected. A full membership is expected.

## WOMAN APPEALS FOR CITY COLORED GIRLS

### Louis Workers Urge Their Employment in Cultured Homes.

A plea for increased opportunities for the employment of colored girls in the cultured homes of this city was made last night by Mrs. Victoria Clay Haley of St. Louis, one of the most prominent uplift workers of the colored race. She spoke at the Hennepin Avenue Methodist church.

Colored girls who are residents of the city usually gain the opportunity to work here, said the speaker, but those who come in as strangers sometimes find difficulty in doing so. The work with cultured families Mrs. Haley held to be an excellent thing for the girls and for the general improvement of the race.

Mrs. Haley will represent the Association of Colored Women's clubs at the International Congress of Women's clubs in San Francisco this year. She is prominent in suffrage work, and is royal grand matron of the negro branch of the Eastern Star. She spoke in this city last year on the American prison program.

OCT 7 1915

## 15 NEGROES TAKE PLACES OF FREE BRIDGE STRIKERS

Fifteen negro concrete workers took the places of the striking union concrete workers on the free bridge yesterday morning. Superintendent of Construction Fisk said the men were not questioned as to whether they were members of a union or not. He said union men will be employed when possible, but that the policy now is to fill their places whenever they strike in violation of an agreement which the Board of Public Service claims was made to submit differences to an arbitration committee before declaring a strike.

A conference between the union labor leaders, Mayor Kiel and President Kinsey of the Board of Public Service, will be held in the mayor's office tomorrow morning, as was announced in the GLOBE-DEMOCRAT yesterday. Mayor Kiel has expressed the hope that peace may be declared, but President Kinsey has announced that he will not accede to the demand of the unions that he discharge Assistant Superintendents of Construction Graham and Johnson.

Kinsey will return this morning from a trip to Chicago and Madison, Wis. He has declared that if the unions will not keep the agreement which he claims they entered into, the Board of Public Service will finish the bridge by letting a contract without stipulation as to whether union or nonunion labor is employed on it.

## NEGROES' CABINS

### Again Fired On By Night Riders and Exodus of Blacks Continues.

New Madrid, Mo., Feb. 22.—Night riders last night again shot into the cabins occupied by negro farm laborers near here and to-day the exodus of frightened negroes began anew. According to reports the night riders plan serious action against all negro laborers found in the vicinity after Tuesday night.

Notice posted on various farms warned the negroes to leave Tuesday night. The night riders comprise a band of dissatisfied white farm laborers, who, a cording to the landowners, seek to drive negro renters and labor out of the district in the hope of obtaining higher wages or farms at lower rentals.

### NEGRO GETS SALARY OF $10,000

Joseph Ray is the name of the colored man who was in California with Chas. Schwab, the steel magnate, and his party, for a few hours last week. Mr. Ray is the right hand man of the magnate and receives a salary of $10,000 per year. He signs Mr. Schwab's name to checks, pays all bills and arrange all details of the trip. Before visitors can see Mr. Schwab, they must first state their business to Mr. Ray, then it is up to him to decide whether or not they will be admitted. Mr. Ray has been with Mr. Schwab for many years and is rated a wealthy man.—Detroit Leader.

Philadelphia Pa.

September 1915

**Style Bars Negroes From Positions**

To the Editor of "The Bulletin."

Sir: I have read a letter published in your paper of September 6, signed "A White Citizen," and I would like to publicly thank him for being a "man among men," in that he fearlessly speaks in behalf of the negro. So seldom we find a man of this type—more on the order of the old-fashioned Quaker or New England type.

I have read with interest many letters both for and against the negro. Some [illegible] at have held up as their examples the neg[illegible] and Lombard sts. I will admit that this type speaks bad for the race and unfortunately this is the larger type that has come before the white man. But has it been considered just what is holding this type back? Firstly, they have not had the opportunity of education, and, secondly, the lack of opportunity to earn an honest dollar. While we are holding up the bad, might it not be well to just mention the negro who has climbed through all of these drawbacks? Surely he deserves greater credit than any other man. There are many worthy colored men of note whom I could mention if space would permit. To-day there are not enough schools to educate the negro throughout the country. The result is that he is bound to remain ignorant.

In the matter of work, as "A White Citizen" has stated the negro is being barred from most every line of employment. I personally know a young man who has earnestly sought employment as waiter, butler or chauffeur and the majority of answers were: "We wish a white man for the position," offering one or another excuse for this preference. But finally one was met that was frank and said: "Even though we may prefer colored help, yet it is now the fashion to have white help and I must do as fashion dictates." Th[illegible] notation is verbatum. Imagine a fashion tha[illegible]akes honest employment away from a man!

G. T. C.

## PINE BLUFF NEGROES WARNED

Nashville Globe

Special to the Globe.

Pine Bluff, Ark., May 2.—The Negro population of Pine Bluff is greatly excited over numerous notices posted last night in the southeast section of the city, warning them to leave town. The warning reads:

"Negroes, beware! We want your jobs. You are given two weeks to leave the city or suffer the penalty of death."

The grand jury is investigating and extra police will patrol the negro sections.

N. Y. EV. MAIL

The Atlanta Independent

6/12/15

FEB 22 1915

## Missouri Night Riders Fire Into Negro Cabins

New Madrid, Mo., Feb. 22.—Night riders last night again shot into cabins of negro farm laborers near here and to-day the exodus of frightened blacks began anew. According to reports, night riders plan serious action against all negro laborers found in the vicinity after Tuesday night.

Notices posted on various farms warned them to leave before Tuesday night. The night riders are dissatisfied white farm laborers, who, according to land owners, seek to drive negro renters and laborers away in hope of getting higher wages or farms at lower rentals.

## PULLMAN PORTERS BENEFICIAL ASSN. ELECT OFFICERS

At the annual meeting of the executive committee of the Eastern Zone of the Pullman Porters' Beneficial Association held at the Pullman Porters' Home, 3233 Wabash avenue, Tuesday, Mr. A. S. Barnett was elected chairman and Messrs. Milt Meridith, A. O. Taylor and Barnett were chosen delegates to the convention of the seven zones to be held in Chicago Nov. 2. The members of the committee elected by ballot are: A. L. Coleman, secretary; C. Poindexter, treasurer; Milt Meridith, A. S. Barnett, A. O. Taylor, I. P. Dozier and J. R. Alexander. This committee has charge of the business of the entire eastern zone, which includes the Chicago Central and Eastern, Detroit, Buffalo, Cleveland, Columbus, Indianapolis and Toledo districts.

### FORMAL OPENING OF PULLMAN PORTERS' HOME

The St. Louis Argus 7/23/15

The formal opening of the Pullman Porters' Home at 2117 Walnut St., last Sunday was attended by a large crowd of porters, their families and friends. Hon. Nelson C. Crews, editor "Kansas City Sun," was the principal speaker. He paid a high tribute to the man who "serves." The entire building at the above number is fitted up for the use of porters, whose run brings them to St. Louis and for all railroad men who desire to make it their home.

## NEGROES WARNED TO LEAVE.

### Night Riders in Missouri Shoot Into Cabins and Terrify Laborers.

NEW MADRID, Mo., February 22.—Night riders last night again shot into the cabins occupied by negro farm laborers near here, and today the exodus of frightened negroes began anew. According to reports the night riders plan serious action against all negro laborers found in the vicinity after Tuesday night.

Notices posted on various farms warned the negroes to leave before Tuesday night. The night riders comprise a band of dissatisfied white farm laborers, who, according to the land owners, seek to drive negro renters and laborers out of the district, in the hope of obtaining higher wages or farms at lower rentals.

### CHIEF TRAIN DISPATCHER IN R. R. SERVICE 42 YEARS

The Chicago Defender 5/15/15

Carbondale, Ill., May 14—(Special).—J. O. Kelly, a well-known Afro-American citizen, is the chief train dispatcher in this city for the Illinois Central railroad. Mr. Kelly has a long and honorable record with the company, having been employed by it for forty-two years.

## NIGHT RIDERS SHOOT INTO NEGRO CABINS

Constitution 2-23-15

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## COLOR LINE ELIMINATED

### Negroes May Take Examination for Firemen in Cincinnati.

CINCINNATI, Jan. 23.—Mayor Spiegel today ordered the word white stricken from the rules of qualification for membership in the Cincinnati fire department. Heretofore it was necessary that a candidate be a white man. The color line is now eliminated. The action of the mayor followed agitation by negroes for permission to take the examination for jobs as sub-firemen.

The negroes said that in specializing as to color, their constitutional rights were being violated. Several days ago the civil service commission threw out six applications of negroes which had been filed.

## MAX HALL GIVEN RESPONSIBLE POSITION

**Southern Pacific Appoints Him Traveling Head Waiter—In Service Ten Years.**

Oakland, Cal., Dec. 31.—The Southern Pacific has again come forth and added another race man to their commissary officials. Max Hall, who has been in their employ as a waiter for the past ten years, has been given the position as "Traveling Head Waiter." His duties will be to inspect and instruct all waiters in the service of the company, and will carry him over an area covering 8,000 miles, from Portland, Ore., to New Orleans, and from San Francisco to Ogden, Utah. He carries a Pullman pass as well as railroad transportation. He reports directly to the superintendent at San Francisco.

## PULLMAN PORTERS MAKE MOST MONEY FROM TIPS

Special to The New York Age.

Chicago, Ill., April 6.—The Federal Commission on Industrial Relations have been considering the subject of Pullman porters' wages and tips for the past two days.

Pullman porters have testified at the hearing that the tipping system means bread and butter to them, as they could not pay their expenses on the road with their salaries, to say nothing of rents and maintaining their families.

The salary of the average Pullman porter is said to be $27.50 a month, and the testimony given showed that most of the money earned by porters was from tips.

## WHITES AND NEGROES THREATEN TO CLASH

Constitution 3-18-15

Shreveport, La., February 17.—Threatened serious labor troubles between whites and negroes in the Crichton, Red river parish, oil field, south of this city, caused prominent men from that section today to appear in the federal district court and ask protection by United States marshals. An injunction was asked to prevent several score of whites from carrying out their threats of burning the homes of negroes and their demands that negroes leave the oil fields on pain of death.

## NIGHT-RIDERS IN KENTUCKY.

**Several Persons Whipped and Ordered to Leave Community.**

NASHVILLE, Tenn., August 19.—Night-riders have become active in Caldwell and Christian Counties, Kentucky, according to advices received here from Princeton and Hopkinsville. In the northern part of Christian County, fifteen men, masked and armed, went to homes of white and negro people. Several persons were whipped. Notices were left for the residents to move from the community.

At Princeton a warning note and a bundle of thorn switches were left at the brickyard of J. K. McGoodwin, and as a result of the threat McGoodwin has discharged his negro laborers. Mr. McGoodwin is the father of Preston B. McGoodwin, Minister to Venezuela.

## COLORED WAITERS ARE USED AS CONDUCTORS

Special to The New York Age.

Easton, Pa., Dec. 22.—For the past three months the Lehigh Valley District Commissary Department has been using waiters as conductors in place of the regular white conductors. The men have made good and there are six colored waiters now running as conductors.

Their names are Joseph Hortman of Philipsburg, N. J., R. C. Hoff of Easton, N. S. Spurlock, M. C. Dalney, C. Oliver and T. M. Jones of Jersey City. The new superintendent, A. Ellaman, whow as formerly traveling chief, and who is responsible for giving the colored men the opportunity, is pleased at the showing the men are making.

## RACE TROUBLE AVERTED IN NEW MEXICO TOWN

Constitution 2-14-15

Gallup, N. M., February 13.—Race dissension which began this week with a mass meeting at which a proclamation was issued ordering all negroes to leave the town, was settled by a compromise today. Following an order from Governor McDonald to Sheriff Roberts to enforce the law and protect the negroes in their legal rights, an agreement was made by which those who are acceptable to the authorities will be allowed to remain in the town. Negroes considered undesirable will again be ordered to leave.

## NEGRO RED CAPS IN PLACE OF WHITE MEN

Special to The New York Age.

Ogden, Utah, Dec. 28.—For the first time in history, Ogden Union Station is now manned with colored Red Caps. The change was made recently when the four white men who had been employed were dismissed and four Negroes employed in their stead.

L. Clarence Jones, of Chicago, is in charge, with Felix Paskett as his assistant. The men are paid a salary of $60 per month. Their service has been so satisfactory that already the railroad management has commended them for their impartial and obliging manner to the traveling public.

## $300,000 BEQUEATHED TO HOTEL EMPLOYEES

The New York Herald 4/11/15

Special to The New York Age.

Atlantic City, N. J., March 31.—Several Philadelphia boys of the Victor Dolton were named as legatees in the will of Frederick Helmsley, the late proprietor of that hotel, who died at his home, 2018 Delancey street, Philadelphia, on March 18.

Bequests amounting to $300,000 were made to the older employees.

## Oil Strike Brewing Over Negro Workers

Another big oil strike in Bayonne, N. J., was talked of last night by some of the 5,000 employees of the Standard Oil Company, who object to the employment of 100 negroes in the plant. Company officials will not admit trouble is brewing.

Strikers at the Garvin Machine Company, at Spring and Varick streets, New York, met yesterday and decided to adhere to their demands The company also remains firm.

## 'NEGROES DISPLACE WHITES'

**American Federation Intercedes for Canal Employes.**

WASHINGTON, Feb. 25.—Representatives of the American Federation of Labor protested to-day against the Executive order requiring Panama Canal employes to pay for their own rent, fuel and light after March 1.

They complained that negroes were displacing white men on the Canal Zone. They were referred to Secretary Garrison.

## TWO MORE MURDERED IN NIGHT RIDER SECTION

Constitution 2-27-15

Madisonville, Ky., February 26.—Dermott Woodruff, proprietor of a store at Hamby station, near here, and his clerk, Glover Hoard, were found dead from bullet wounds today. Hoard's body was lying inside the store, and that of Woodruff just outside. Pepper had been sprinkled over and about the building, apparently to baffle bloodhounds.

This section has been the scene of a number of depredations by night riders.

## INCREASE OF SALARY FOR PULLMAN PORTERS

Special to The New York Age.

Chicago, Ill., Dec. 28.—The Pullman Company announced yesterday that on January 1 salaries of porters will be increased 10 per cent. Conductors and other employes will recive a similar increase.

Five or six thousand porters will be benefited. Present salaries for porters range from $27.50 to $40, so the increase will be from $2.75 to $4 per month.

## SAYS BROTHERHOOD WOULD BAR NEGROES

CHICAGO, Jan. 28.—Charges that the railway trainmen's brotherhood bar negroes from their orders and that they are now attempting to eliminate negroes from their positions as firemen on the southern railroads were made by a representative of the roads appearing before the federal board of arbitration today.

The point was raised that if the roads were forced to pay the regular white man's wages they would discharge the negroes and hire whites

Hartford, Conn.

POST

SEP 14 1915

**TEUTONS GET NEGROES' JOBS**

**New York, Sept. 14.**—Negro employees of the Hamilton club of Paterson, N. J., to which the mayor and many other officials belong, were discharged yesterday in a body and replaced by 16 Austrian and German waiters from Hoboken. German efficiency was the reason, according to Charles I. Morey, superintendent, who denied that there was any political significance in the change. The new employees are said to have come from interned German liners at Hoboken.

JAN 4 1915

**Negro Boasts Travel Record.**

FORT WORTH, Tex., Jan. 3.—Robert Harris, a negro porter on the Santa Fe Railroad, testified in the District Court that he had traveled 1,872,432 miles. Harris has been in the employ of the Santa Fe for 17 years, all of the time on the run between Chicago and Kansas City, and has made his travel record between those two cities.

## NEGRO WORKERS DRIVEN OUT

Terre Haute, Ind., Nov. 9.—Warned by citizens of Tecumseh, a mining community north of here, to leave, negroes employed on construction work on the Chicago & Eastern Illinois Railroad, departed. White men objected to working with them.

**ALIEN BILL DEFEATED.**

Advertiser 2-26-15

PHOENIX, ARIZ., Feb. 25.—The Claypool anti-alien labor bill, providing that all persons engaged in extra-hazardous occupations must be able to speak and write English, was defeated in the Arizona Senate today. It had passed the lower house.

Available for publication October 28, 1915.

U. S. Department of Labor
BUREAU OF LABOR STATISTICS
Washington

## Unemployment in Twelve Cities of the United States.

The Bureau of Labor Statistics of the United States Department of Labor presents for publication summary results of the third study in the series of investigations being made into unemployment. This study which was undertaken for the Bureau by the Metropolitan Life Insurance Company, includes 12 cities in the Rocky Mountain and Pacific Coast States.

The results of the survey of unemployment in New York City made in January, 1915, by the Metropolitan Life Insurance Company tallied very closely with the results obtained from an independent study made by the Bureau of Labor Statistics. Because the information on unemployment thus collected for New York was believed to be trustworthy and representative, the Metropolitan Life Insurance Company was employed by the Commissioner of Labor Statistics to make studies in these 12 additional cities. The canvass was made during June and July, 1915, and followed the same lines as the Metropolitan's study of unemployment in New York City and vicinity, as published in Bulletin 172 of the Bureau of Labor Statistics. The families holding industrial policies in the Metropolitan Life Insurance Company were visited by agents of that Company, and the number of partly and wholly unemployed was ascertained. The information thus collected is to appear shortly as a bulletin of the Bureau of Labor Statistics. In the following table are given the leading facts thus far tabulated, and it includes data relative to the part-time workers as well as to the wholly unemployed:

| Cities. | Number of families canvassed. | Number of wage earners in families. | Unemployed. | | Part-time wage earners. | |
|---|---|---|---|---|---|---|
| | | | Number. | Per cent. | Number. | Per cent. |
| Butte, Montana | 3,557 | 4,229 | 298 | 7.0 | 536 | 12.7 |
| Los Angeles, California | 5,621 | 7,227 | 822 | 11.4 | 1,744 | 24.1 |
| Oakland, California | 2,927 | 4,256 | 510 | 12.0 | 1,144 | 26.9 |
| Ogden, Utah | 581 | 887 | 40 | 4.5 | 127 | 14.3 |
| Portland, Oregon | 1,783 | 2,347 | 469 | 20.0 | 406 | 17.3 |
| Sacramento, California | 1,288 | 1,856 | 170 | 9.2 | 439 | 23.7 |
| Salt Lake City, Utah | 1,052 | 1,664 | 173 | 10.4 | 295 | 17.7 |
| San Diego, California | 1,466 | 1,828 | 305 | 16.7 | 533 | 29.2 |
| San Francisco, California | 5,320 | 7,749 | 1,206 | 15.6 | 1,971 | 25.4 |
| Seattle, Washington | 10,112 | 13,473 | 1,713 | 12.7 | 1,992 | 14.8 |
| Spokane, Washington | 1,012 | 1,259 | 210 | 16.7 | 257 | 20.4 |
| Tacoma, Washington | 1,818 | 2,558 | 457 | 17.9 | 527 | 20.6 |
| Total | 36,537 | 49,333 | 6,373 | 12.9 | 9,971 | 20.2 |

The survey covered 12 cities and included a census of 36,537 families in which were found 49,333 wage earners. Of this number 6,373, or 12.9 per cent of all wage earners in families visited were wholly unemployed, and in addition thereto 9,971, or 20.2 per cent were reported as part-time workers. The highest percentage of unemployment was found in Portland, Oregon, where 20 per cent of the wage earners were out of work and 17.3 per cent were working part time only. The lowest percentage of unemployment was found in Ogden, Utah, where only 4.5 per cent were unemployed and 14.3 per cent working part time only.

The cities showing the largest percentages of part-time workers were: San Diego, 29.2 per cent; Oakland, 26.9 per cent; San Francisco, 25.4 per cent; Los Angeles, 24.1 per cent; and Sacramento, 23.7 per cent. The average for all 12 cities combined was 20.2 per cent.

Labor-1915
Migration

Labor - 1915
Migration

## A GREATER CHANCE FOR THE NEGRO.

The day of the negro is at hand, perhaps it should be said a birthday. The war has already practically closed the foreign supply of labor to this country. European countries which have been furnishing their hardy sons who have been doing the hard work on nearly all the big jobs here for a quarter of a century or more, now need men, themselves, more than anything else. They are killing them by thousands daily. And, when they have completed their deadly work abroad, the men remaining will be much too few to do the work abroad.

The labor market in this country has been artificially controlled. Combinations of men formed into labor unions have been required to raise the wage standard. Wherever they are, there are no starvation wages, or unreasonable hours. Wherever they are not the contrary rule applies. But pretty soon there is likely to be seen labor prices fixed by the law of supply and demand. The labor market has been over supplied for years. It will be under supplied for years to come and that is going to force wage scales up. It is only one of the many ecenomic problems and changes that the European war will create. But it is a mighty big one.

The chance for the negro is at hand. Hundreds of thousands of the idle black men of the South, will undoubtedly migrate here. Because good wages will be offered them to supply the vacancy caused by Europe's shortage of men. That, of course, will mean less poverty in the South, and increasing prosperity for the poorer classes all over these United States.

Eventually John Chinaman will be knocking at the door, seeking to do the work for Uncle Sam, but this nation will be slow to welcome any more race problems. It has the negro on its hands, and it is glad to aid him, and it may import some Filipinos. But it will make very good laborers out of the slow-going black fellows, whose advancing colored brothers in the North, aided by many advantages, including a far better climate, will show them the road to a better estate aided immeasurably by our compulsory education laws.

### ITALY'S ENTRANCE.

That Italy's entrance into the war must have a salutary effect upon the labor question in America is a fact worthy of deep consideration by the colored citizens of this country and especially those residing in the large Eastern cities.

There are approximately 365,000 Italian reservists in this country, most of whom are in the large Eastern cities. At news of the beginning of hostilities such enthusiasm was displayed in the Italian quarters of these cities that leaves not a doubt but that many of these 365,000 men will glady answer the national call and shoulder arms against the common foe. Many of these Italians have large savings and will doubtless remain in sunny Italy should they survive the war. Our concern, however, is with the immediate future. It is a generally accepted fact that this war will stop immigration from Europe for many years to come. The departure of many thousands of Italians from these shores should give the colored man a better chance in the labor world than he has enjoyed for many years.

The unemployment question has been more or less acute among us for the last eighteen months. This is in part the result of the unreciprocal action of the white merchants in our midst—who, making their living out of us, yet refuse to give employment to our sons and daughters—and the utter failure of the colored purchasers to organize and force the employment of colored help. So it has happened that when other avenues were closed in our face on account of the war or of prejudice the positions most our own by reason of our supporting trade were the most firmly shut against us. This is a problem that sooner or later we must face with the firm determination to see our young women and men and boys employed in the stores solely supported by our trade, or to drive out of this district the white merchants whose obvious purpose it is to exploit us to the last farthing.

In the meantime, the gap left by bellicose Italians on their way to the war will greatly ameliorate labor conditions. But we must grasp our opportunity. We must aim to once again establish ourselves firmly in the labor market. We can only do this by giving the best there is in us—by doing better than the other man.

## BLACK SUBWAY LABORERS

Clarence A. Crane, secretary of the General Contractors' Association, is reported by the New York Sun of Saturday to have expressed the opinion that "the contractors generally consider negro labor less desirable than alien labor." Just what Mr. Crane really meant when he said "less desirable" we confess we do not know. If he meant that the colored man is not so desirable from the point of view of race as the aliens from his own point of view he is evidently right. If he meant desirable from the point of view of mere willing beasts of burden that would work for any pittance the contractors might offer, that might be driven like dumb cattle, again Mr. Crane might be right. But if Mr. Crane meant by "less desirable" inferior in intelligent workmanship, in the amount of work done per day, in speed of excavation and construction, in the general aptitude of the black man for such labor, all records past and present condemn Mr. Crane's utterance as a base untruth. All history will confound him with confusion. The facts of past times, of course, cannot deal with his prejudice. The mighty tombs and pyramids, the Sphynx of Egypt tell a tale which lying historians cannot confute. They were built by this "less desirable" labor. The Suez Canal and Gibralta itself were built by African labor. Thirty thousand black men have built the Panama Canal or all the writers of recent days lie. To the rhythmed flow of soulful plantation songs black men cleared the forests, built the bridges, have raised the cane and the cotton and industry of the South. This same "less desirable labor" constructed for the most part the McAdoo Tunnels, made the Erie Railroad cut through the Bergen Hills, put up the Croton dam and laid down the great Aqueduct of the Empire State. But the little secretary of the Contractors' Association pays this labor the tribute of "less desirable." Either Mr. Crane is right or all history is wrong. We prefer the edict of history. Black unskilled labor is certainly the best labor of the world.

### THE ALIEN LABOR LAW.

The law which forbade alien labor on public works and which has been a dead letter so many years has been put into effect. It means that no one who is not a native or naturalized American citizen can be employed on any public work in this state. The result has been the discharge of some 10,000 alien workmen from employment on the new subways being constructed.

The contractors have sent out a call for American laborers, but it seems that the answers are not many or loud.

Colored men, with very few exceptions, are native American citizens, and so they are fully qualified under the law to get and hold these jobs. It would be an exceptionally good thing if the building of the new subways could be finished with Negro labor.

## DRIVE MINERS OUT OF TOWN

**White Man Writes That Miners Were Peaceful and Law Abiding, But Hoodlums Shoot at Them—Refuse to Allow Them in Town After Dark.**

Whitlock, Tenn., Dec. 24.—(Special by White Subscriber).—The miners who have been employed at the coal mines a few miles from here came in last Saturday as usual to draw their pay, after which they spent several dollars apiece among the merchants—and were about to depart for the mines near where they live, when a crowd of white hoodlums met them at the depot. Several pointed guns at the miners' heads and told them never to be caught in this vicinity after dark. Several miners became frightened and ran towards a general merchandise store, where they usually trade, but crossing the street they were met by a fusillade of bullets.

This is one of the worst outrages that Whitlock has suffered recently. James Brown had his new overcoat cut in the melee. It is an imposition, as the miners have been coming in every Saturday and are a peaceful lot. They are obliged to walk several miles to reach here, and it doesn't hardly give them time to draw their pay checks before dark this time of the year.

EVENING POST
December 1915

# SOUTH HAS A YEAR OF GREAT PROSPERITY

**Whole Economic Situation Undergoes Change for Better—Crop Diversification Is Now Widespread, Forced as Matter of Dire Necessity—Negroes Are Rapidly Replacing White Mountaineers as Small Farmers.**

By A. W. DOUGLAS.

[Special Correspondence of The Evening Post.]

CHARLESTON, S. C., December 23. — A great change has taken place in the economic situation in the South Atlantic States during the past twelve months. A year ago the whole country was in the slough of despond because of the abnormal and unremunerative low prices of cotton, the great money crop. Those who owed and those who were owed alike walked the floor at night wondering how the way out would be found to meet pressing obligations. It is one of the experiences of life that men and nations learn only those enduring lessons that are worth while through stress and misfortune, so that the very causes which brought about the commercial and agricultural depression in the South proved the best and needed means for placing that section of the country upon that rock foundation upon which she stands to-day.

Crop diversifications, started by the boll-weevil invasion and the teaching of the State agricultural colleges, became a matter of dire necessity rather than a matter of economic preachment. Economies were forced upon all the people, for, in the homely language of the South, it was a case of "root, hog, or die."

So it came about that the South in 1915 produced fruits and vegetables in abundance without precedent, thanks to an unusually favorable season; also more grains both fine and coarse than ever before, and enough for all her own uses. She needs no longer to send money to the West for food for man and beast, for she has it to sell for the first time in her history. With this has gone along an increase in live stock, especially cattle, hogs, and dairy cattle. Moreover, cotton is bringing a high price and one that pays the farmer and planter an unusual profit.

But it must not be gathered from all this that "everything is quite correct" (agriculturally), as they say in "The Mikado," for such is far from being the case. A long, slow daylight ride from Atlanta to Charleston brings out clearly to the impartial observer both the strength and weakness of the present agricultural situation. The cotton fields are picked clean and you note but little stored at the various warehouses at the railroad stations, and, moreover, there is a plentiful lack of these same warehouses. A simple, comparatively inexpensive galvanized iron shed is all that is needed. And only a few years ago because of the lack of these cheap shelters Texas lost some hundreds of millions of dollars in depreciated grade of cotton because nearly all lay in the open exposed to the fall and winter rains.

MORE GRAIN, BUT LIVE STOCK SCARCE.

Corn fields are a common sight, far more so than in the past. Equally are growing fields of winter wheat familiar where before they were entirely unknown, and it is likewise evident that the acreage is even greater than last year. But there is a noticeable scarcity of the needed amount of live stock, especially cattle and hogs, even though they are more abundant than in the past. One great difficulty, that of home-grown feed, is fast being solved, but the presence in most districts, especially in the more southern sections, of the Texas cattle or fever tick, is a handicap of most serious import. Slowly the whole South is being freed of this most expensive pest. And in the cleared sections there at once becomes possible the raising of live stock as an integral and necessary part of the business of running a farm. It needs capital to do this, and the importation of blooded stock, for the natural classification of the tick-infested native animal is that of a poor scrub.

There is no reason, however, why hogs should not be more numerous, and already the percentage of increase of these animals in the South keeps pace with that of the Central West. So far the South Atlantic States have suffered but little from the ravages of hog cholera. Poultry, too, is sadly lacking, especially in contrast with the farms in the West, where they are a necessary part of farm life. The South is well suited for the poultry industry, especially in view of the open winters, when the fowls can "rustle" for themselves and not have to be fed.

Everywhere on the train and in the congregations around the stores in the small towns was heard the undercurrent of concern and apprehension regarding the fertilizer situation. Save in lowlands and swamp lands, the soil is not naturally high in fertility. Much of it is the red clay of the Piedmont country, which, while not engaging in appearance, responds readily to fertilization and proper cultural methods. So much so, that although the lands of South Carolina have been farmed for more than two centuries they average 100 pounds of lint cotton more to the acre than the comparatively virgin prairies of Texas. Advanced and at the same time common-sense methods of cultivation have much to do with this.

FERTILIZER PROBLEM A BIG ONE.

The men of the Federal Department of Agriculture and of the State Agricultural Colleges have done their work well. There is practically no potash to be had, and it is a necessary ingredient of every fertilizer, and one of the three essentials, the other two being nitrogen and phosphate, to plant life. It all comes from German mines, and consequently it is impossible to get it. Such small amounts as are to be had in this country are so far wofully beside the mark. There is a small percentage of potash in cottonseed hulls and cottonseed meal, from 2 to 3 per cent., but the supply of both of these articles is limited, and they are but broken reeds to lean upon. Besides, such potash as can be gotten is in insatiable demand for high explosives and at fabulous prices.

The farmers and planters are hoping by improved cultural methods to make use of such potash as still remains in the soil and has not been taken up by plant life. But it is a forlorn hope, and the cotton growers of the South Atlantic States face the certainty of much reduced production per acre next season, and all great yields are predicated upon a large production per acre and not upon the size of acreage. The present high price of cotton will probably stimulate more cotton planting next spring than in the preceding year, but the outlook East of the Appalachian range is for the smallest cotton production in years in 1916. In the Western portion of the cotton belt fertilizers are not used so extensively and the problem is not therefore so vital.

The story of cotton raising finds continued interest in the tale of its manufacture, for it requires but little gift of prophecy to realize that in the not far distant future the country 600 miles northeast from Atlanta to Lynchburg is destined to be the great cotton manufacturing centre of all the world. Raw material is always close at hand, and electric power, cheap and unfailing, is had from the numerous streams which flow eastward from the Appalachian ranges to the Atlantic.

NEGROES GOING TO FARM.

The labor problem is fast being solved by the employment of the "poor white trash," the "piney woods cracker," and the hillman of the Western mountains. He is the pure undiluted Anglo-Saxon gone to seed because of much in-breeding and lack of other admixtures. He is largely the flotsam and jetsam of white Southern humanity, and for a long time seemingly without purpose and of little apparent economic use. He, his wife, and his children are now fast becoming dependable mill workers. Meanwhile, the farms he abandoned are steadily being occupied by the small negro farmer, and it is well that it is so. The negro is not a dependable factory worker, because he seems to lack responsibility and too easily quits his job when he has a little money ahead, nor does he do well in general in the larger cities, where he too often herds in vicious and unsanitary surroundings and becomes easily the prey of disease. But he does well in the field and on the farm, especially when a landowner. This ownership at once seems to breed in him the needed sense of responsibility and of the duties of citizenship. Nor do the strictly drawn social lines between the white and black races appear to create any friction or to be taken other than as a matter of course. Nor is there other than a sporadic attempt to transgress on either side.

It is a curious and significant fact that the Southern white man dislikes the negro as a race and likes him as an individual. In one case there is ever present the serious social menace, and in the other two centuries of constant contact have taught the two races how to get along with each other. On the other hand, the Northerner, unaccustomed to the negro as a frequency, has great aspirations and likings for him as a race, but when brought in daily intercourse in large numbers finds it difficult to follow and comprehend the workings of the negro mind in general, its childlike good humor its easy content with things as they are, and its lack of sustained ideals.

More than all and better than the material improvement is the widespread, deep-seated optimism. It is based on the chastened spirit of bitter but wholesome experience, on the vast amount of new wealth that the crops have added to the South, on the consciousness that the old order of things is slowly but definitely passing away, on the conviction that the before-the-war system of credits is in its death throes, a system that mortgaged crops before they were ever planted, a system in effect of economic slavery from which escape seemed as impossible as from the grave. The new South is a thing of reality as well as of sentiment.

## WANT WHITES TO GET RID OF NEGRO HELP

Macon, Ga., Feb. 9. The Organized Charities of this city in dealing with the unemployed are urging the whites employing Negroes to discharge their Negro help and hire whites.

The Negroes have a champion in the person of Mayor Bridges Smith, who has been the head of the city of Macon for several terms. He is bitterly opposed to this remedy and is doing all in his power to counteract the advice given by the white associations.

ST. PAUL PIONEER PRESS
JUL 9 1917

## SEES NEGRO PUSHED BACK:

**Writer Says Although Race Is Liberty-loving, Avenues of Industry Are Closing.**

To the Editor of the Pioneer Press:

Since St. Paul has been proclaimed the healthiest city on earth, the Twin Cities have been the Mecca for most every tribe and nation in recognition of their established merits. Naturally the negro has followed the crowd. Negroes, like the Irish, are a liberty-loving people. The Irish did not all flock here from dear old Ireland for the express purpose of supplying the police force, for there are some who are possibly fitted for a higher and nobler purpose.

There is a general desire of the oppressed to enjoy a broader scope of freedom. The twins have increased their population alarmingly fast.

With the increasing population opportunities have also increased. Twenty-five years ago the negro population was comparatively small; at that time there was more work than he could do. But as time rolled on, with a steady increase in population, his avenues of industry began to close.

Not many years ago negro janitors, bar porters, bootblacks and barbers held forth supreme; but today the scenes are changed, the hungry hordes of Europe have gushed forth; even the sleeping car porters and waiters have passed the zenith of their glory.

Negro cooks are becoming generally in great disfavor. A great change has indeed come over this land of the free and home of the brave. Notwithstanding these stern facts, the negro is strictly neutral and joins hands with his white brother in pride and praise of this great Democratic-Republican form of government.

A government of the people, by the people and for the people, provided these people are "white." You may look to the East, you may look to the West, there is no North or South, they say; in short, with the passing of the intermarriage bill and the anti-tipping bill, combined with the grandfather clause that has been so much heralded, the negro's doom will be practically sealed.

The negro is hardly responsible for this great European conflict; he is not to be considered a prominent factor in militarism.; he cannot stop the struggle, nor he would not if he could, for if it lasts long enough much good must surely result.

Some of these unfortunate negroes may seize the opportunity to go over and fill the vacant places of those who are supplanting him here. It is strange, but true, that many of the negro's friends are deserting as rats would desert a sinking ship, and local conditions may be generally applied. J. B. S.

Labor-1915
Migration
NEW YORK CALL

September 1915

# MAY BRING NEGROES TO BREAK STRIKE

### Waterbury Bosses to Attempt to Lure Them from Other Cities With Fat Pay Promises.

WATERBURY, Conn., Sept. 17.—Owners and managers of industrial establishments in this city have begun negotiations with Southern employment bureaus for the shipment of thousands of negro laborers to take the place of strikers and to glut the labor market, so wages can be knocked down to the lowest level.

Negro strike-breakers have been hired already in strikes in Bridgeport, New Haven and Hartford. These came from New York, Boston and cities near the scenes of the strikes.

Professional scab herders have been negotiating with the Waterbury employers, offering to furnish them the cheap negro labor in wholesale lots. The negroes will be rounded up in Baltimore, Norfolk and other Southern cities, where thousands are unemployed, and shipped like cattle in tramp steamers to the Northern cities where strikes are in progress.

Many of the negroes will be put to work on jobs where there is intense heat from furnaces. They have been used in Waterbury in three big shops as molders and molders' helpers and at structural riveting.

#### Negro Mechanics to Meet.

The National Association of Negro Mechanics will hold a special business meeting on Wednesday, August 25, at 8:30 p. m., at the Community Center in Public School 89, corner of 135th street and Lenox avenue. These meetings are arousing great interest among the members.

A campaign will be begun at the next meeting to arouse the interest of the public toward the colored mechanic; srst, among the colored property owners and business people and then among colored and white real estate agents in properties owned by the whites and which house colored tenants to give back to the race a portion of the money expended in rentals.

Mechanics to whom application blanks were sent are urged to return same properly filled out in time for the next meeting. Address all communications other than applications to the readquarters, 2303 Seventh avenue.

# 30,000 NEGROES FOR DAKOTA FARM WORK

### Charles Barr, Encouraged by Indorsements, Plans to Obtain Abundance of Labor.

### FOREMEN ONLY WHITES

### Hands Will Be Brought From South Only for Summer if Proposals Are Carried Out.

Telegrams received yesterday by Charles Barr of Wilmington, N. D., who is in St. Paul on his way to obtain negro labor in the South to displace the Industrial Workers of the World in the North Dakota fields next year, brought hearty indorsement for the movement from all parts of the state, he declared last night.

When he leaves for the South today or tomorrow he will go with the intention of obtaining nearly 30,000 men, he says, instead of a few hundred, as was the first intention.

#### Only White Foreman, Is Plan.

"We will not hire white men next year," he said last night, "except a few foremen."

The plan is to have the negroes stay only during the summer and fall season, thus presenting no such problem as does the transient labor available at present.

#### Negro Cook for Cruise.

Mr. Barr says that he prefers negro labor to white upon his motor boat trip South and has already hired a negro cook.

Mr. Barr had not yet made final arrangements for his trip last night, but said that he hoped he would be able to complete them today or tomorrow.

# ATLANTA WHITES WANT JOBS HELD BY NEGROES

Special to The New York Age.

ATLANTA, Ga., Feb. 6.—Because so many people are unemployed in this city anti-Negro forces are at work trying to have all Negroes employed by the city discharged and whites hired in their places.

In Atlanta Negroes have almost wholly been employed on the street cleaning force for the reason that whites would not take the job. Most of the agitations is concernings this department.

The New York Age

# NOT SEEKING LABOR HERE

### Exclusion Of Aliens In New York Has No Local Effect.

The likelihood that there will be a rush of American citizens, black or white, from Baltimore to New York, to take the place of aliens, who have been barred by the courts from working in the excavation of the new subway in the metropolis, is extremely remote, in the opinion of city officials and contractors in this city.

Under the decision of the New York Court of Appeals holding constitutional the law prohibiting the employment of alien labor on public works, the subway excavation has been seriously interfered with and it has been suggested that negroes be imported from Baltimore and the South to take the places of the aliens displaced.

In work done by the city only voters may be employed and as these get good wages it is considered hardly likely that any of them would be tempted to New York. Contractors said yesterday that they had heard of no effort to secure labor here, and that if a few negroes should go it would have no effect on the labor supply. It might indeed aid in a very slight degree in reducing unemployment here.

Subway work is hard, disagreeable and dangerous, and this is one reason why it is hard to get Americans to engage in it. Negroes were largely employed in the construction of the McAdoo tubes in New York, and colored labor is about the only kind that could be persuaded to take the place of the aliens, and even that may be difficult, in spite of the general cry about unemployment.

SCRANTON, PA.
NEWS-
MAR 3 - 1915

#### THE UNEMPLOYED NEGRO.

Editor of The Daily News:

We, the undersigned, trustees of the Bethel A. M. E. church and citizens of Scranton, having seen an article in the city papers by the Rev. G. W. Williams in which certain statements were made concerning the lack of employment for the colored people here in Scranton and in the same article a plea for help and consideration for those who are in a position to help us by giving employment to the colored people, do hereby make the following resolutions as a body:

Resolved, That we, as citizens and colored men, have felt the need of such help, having realized in the past and at the present time the lack of employment for our men and women.

Resolved, That we voice every statement made by Rev. G. W. Williams as being true and timely.

Be it further resolved, That we tender to Rev. Williams a vote of indorsement and that a copy of these resolutions be sent to the Scranton Republican and The Daily News. (Signed)

G. W. BROWN,
L. E. MORTON,
E. R. JOHNSON,
J. W. DORSEY,
J. A. CARTER,
J. T. KING,
WILLIAM CRAMPTON,
F. A. CRUMP,
JAMES BELTON.

Scranton, Pa., March 29. 1915.

# COLORED MEN WARNED.

### Notified to Leave Tecumseh if They "Valued Their Health."

[Special to The Indianapolis News]

TERRE HAUTE, Ind., November 9.—Because notices had been posted on the bridge warning colored railroad laborers to leave if they "valued their health," there was considerable excitement at Tecumseh, a mining community, north of this city, yesterday afternoon. The sheriff went to the scene, but found everything quiet. J. E. Dorr, a contractor, who is building a railroad switch, employed about fifty colored men as laborers. The residents of the mining district objected, and, it is said, posted the warning notices. Some of the colored men heeded the warning and left quietly.

## Better Dwellings for Negroes.

Editor of The Globe, Sir—Apropos to the letters "Negroes in New York Trades," permit me to remark that the colored people of this city justly complain of being discriminated against in the trades, and also of being compelled to pay higher rents for poorer quarters than others of our citizens. To obviate this condition and furnish the greatest need of this city—decent, sanitary, fireproof homes for the tenement dwellers and steady work for mechanics and laborers, black and white—they should get together on this proposition: The city to acquire and condemn a block inhabited by Negroes, take it down, and on the block as a whole erect a fireproof, sanitary dwelling, to be built exclusively by colored labor and rented at cost of acquiring the property and keeping it in order. The same thing can be done for the rest of our citizens who now live in disease-breeding tenements. . . .

ALEXANDER LAW,
Secretary Tenants' Union.

New York, Feb. 13.

New York Times

September 1916

# BACK TO THE CAT ON CYMRIC

### Negro Muleteers, in Steerage, Hold Court and Inflict the Lash.

The Cymric of the White Star Line arrived here yesterday from Liverpool with 150 negro muleteers in her steerage, who went over on the Leyland steamer Winifredian from Newport News to look after 800 mules shipped from that port to Havre.

The muleteers gave no trouble to the officers of the Cymric. They established their own court of justice on the lower deck to deal with offenders. Five minutes late to meals was punished by five strokes from a leather belt well laid on the bare back by a negro Hercules named Jack Johnson. Spilling water on the lower deck earned ten strokes, smoking against the ship's rules twenty strokes, and sassing the Judge of the court twenty-five strokes.

The 150 muleteers left at 11 o'clock for Norfolk on the Old Dominion steamer Jamestown.

There were also 100 Spanish miners on the Cymric on their way to Clarksburg, West Va., who went to Ellis Island with other immigrants from the liner.

New York Times

September 1915

# 91 NEGROES SEEK BEDS.

### Had Checks for Handling Horses Aboard Ships, but No Cash.

Ninety-one negroes, each with a check but not one cent in cash in the party, applied at the Municipal Lodging House for food and shelter last night. They had been employed on ships transporting horses for the English Government from Newport News to Liverpool. They were paid off with checks in Liverpool at the end of their last voyage and brought back to New York on the Cameronia. They went to the office of the English Consul to get their money. There they were told that because of the holiday no checks would be cashed until Tuesday.

They walked north to the colored Y. M. C. A. in Fifty-third Street and asked for shelter, but there were no accommodations for so many there. The negroes refused to separate, and in a body walked to the Municipal Lodging House where they spent the night as guests of the city.

## PLEA FOR THE NEGRO.

### Contractors and Other Employers Should Give Him a Greater Chance

To the Editor of The Union.

Sir: Why is it that the contractors in Springfield hire foreign laborers, instead of employing citizens who are voters and have no other country to appeal to for help? We have men in the city of Springfield who came to this country to look for a living for their families. Is it because we can afford to support other nations? If we are that rich we ought to do more for our own people than we do.

Take, for instance, the Negro race. It needs more uplifting than the foreigners. I should like to know what the Negro has done that he should be cast down and looked upon as absolutely nothing in the sight of our contractors and employers. Remember, there is good and bad in all races. The Negro had a share in every war that was fought, so don't you think he deserves looking after before we take care of foreigners?

CITIZEN.

Springfield, April 15, 1915.

Newark Eve. Star

1915.

## A NEEDED PHASE OF NEGRO UPLIFT.

If some of the more intelligent and well-to-do colored people of Newark are seeking a practical way to uplift their race, they may take a hint from a movement just started in Philadelphia. An association of negroes has opened classes to teach their brothers and sisters to be cooks, waiters, house servants and even such humble but necessary occupations as shoe-shiners and cellar-cleaners. The manager says: "Too much education of the higher order is driving the colored people away from work. They are losing their grip on positions of every-day life because so many of them are aiming to become doctors, lawyers and members of other professions."

There is a good deal of homely truth in this. The problem which faces the negro is largely industrial. He needs less education in books and more in thrift and helpfulness.

## AIDS NEGRO SKILLED LABOR

### Annual Meeting of the Armstrong Association is Held.

The quarterly meeting of the Armstrong Association was held yesterday afternoon in the parish house of St. Stephen's Protestant Episcopal Church, Tenth, below Market street, Rev. C. E. Grammer presiding.

Reports were made by Industrial Secretary A. L. Manly, Home and School Visitor Abigail Richardson and Harriet Norris, head of the employment bureau. During the quarter six contracts have been secured amounting to $20,595, one of which is for a church at Ardmore, Pa. Most of the skilled labor will be done by colored people.

Placements of employment for all classes of work numbered 142, aggregating $27,681. Further reports stated that the third annual conference will be given by the Working Women's Clubs at Witherspoon Hall on the evening of May 24, and the campaign for Clean-up Week is to be started by the children of the Durham School on May 3.

## NEGROES IN NEW YORK TRADES.

A correspondent writing to one of the New York dailies asks why the paper, in addition to its editorials against race separation in Minnesota Sunday schools and Washington street cars, did not say something against the exclusion of Negroes from work at trades in this city. The editor replied that the trades unions in New York had no rules against permitting Negroes to join.

Whether the editor of the paper referred to is correct or not in what he says, this fact certainly stands out: Negroes do not work at trades in New York as they do in other cities, especially those farther south. It is a rare thing to see colored men working here at one of the standard trades, such as that of carpenter and bricklayer. Whether this is due to obstacles put in their way by the local unions or to a scarcity of Negro artisans The Age would like to know.

It might be, as the editor of the New York daily says that there are no rules against permitting Negroes to join the trades unions of this city, and yet obstacles may be raised that would be stronger than such rules.

The Age would like to hear from readers who know from experience that colored artisans are not generally allowed to work at their trades in New York or the contrary.—New York Age (Negro).

Labor-1915
Migration

## COLORED LABOR'S OPPORTUNITY.

Perusing the Want Sections of the papers to-day one is of necessity forced to the conclusion that the colored people of this country are about to regain lost prestige in the labor world, or, at least, to be given the opportunity to show of what stuff they are made.

This, while cause for rejoicing, is also cause for serious consideration. The colored man's position in the labor world was getting so precarious that at times it almost seemed as though he would eventually be eliminated. This has been the work more of prejudice and a determination in many places to keep down the colored man, than to the lack of ability or industry on the part of the race, though sad to say the all too-frequent lack of these have contributed their share to the confusion of colored labor. Now, with the exodus of many thousands of foreigners and hyphenated "citizens," the colored worker is to have his chance again. Where once there were only four or five advertisements calling for colored help we now see over a score. Opportunity is beckoning the colored race. And, this is matter for serious consideration—the way in which this opportunity is to be used or misused.

The colored man, woman or child who gets one of these positions left open to them by the departure of foreign labor must comprehend thoroughly just why the position was thrown his way, and must firmly determine to so conduct himself, and so accomplish the tasks set for him that not a smirch be left on the good name of the colored race and that these same positions may therefore be kept open to the race even after the war and the return of immigration.

## CONDEMNS WORK BY UNSKILLED LABOR.

**Central Union to Protest Against Manual Training Night School for Colored Pupils.**

Condemnation of the system by which grown men are taught bricklaying, plastering, and other building trades and encouraged to undertake jobs when not skilled was made by Hugh Digney, business agent of the Painters and Decorators' Union at the meeting of Central Labor Union last night.

The legislative committee of the central body was instructed to protest against the manual training night school for colored pupils at First and H streets southwest to the conferees on the District appropriation bill with a view to reducing the appropriation for the school in order to limit its instruction. Mr. Digney told the central union that it was unfair to the building trades, to the owners of buildings, and to the tenants to have unskilled men from this school doing work that should be done by skilled workmen.—Washington Times.

An excerpt from the Washington Times and reproduced in The Bee this week is another act of narrowness on the part of certain trade organizations. While Labor organizations will not permit Colored mechanics to join their organizations, and neither will these trades conducted by white mechanics admit Colored boys to learn trades or admit them as apprentices. Now, we have our own trade schools and competent Colored mechanics to teach them. We have Colored mechanics sufficiently competent to teach any trade in the market. Some time ago several local schools for teaching the operation of automobiles for whites; hence no Colored man was permitted to enter. But men and boys learned the business just the same. We have an expert automobile operator in our Colored High School in the person of Prof. W. G. Craig, was willing to teach Colored boys the business, but some smart individual would not permit him to establish a school in the building. Prof. Craig is not only an executor but a practical mechanic. He wanted to teach boys a business that would be a benefit to them. We want this Central Labor Union to attend to its own business and permit the Colored teachers to attend to theirs.

Colored men from this trade school are not only competent mechanics but many of them are highly educated. The Bee is confident that the teachers in these Colored trade schools are more highly educated and are more competent than the whites are who are protesting. Where can you find a more competent instructor and supervisor than Prof. Newman, the supervisor of the vocational schools. He is the man who first conceived the idea of establishing vocational schools in the Colored schools. He is a credit to the public school system in the District of Columbia. A man who is loved and appreciated by his teachers and popular with the people. His teachers in all branches under him are highly educated and competent in their respective branches. These white trade organizations are against Colored mechanics and if we desire to teach old men trades, who show that they are not too old to learn, why should the Central Labor Union he disturbed? Those white prejudiced mechanical organizations might as well reconcile themselves to the fact that Colored boys intend to learn everything they learn and surpass them in the shuffle. And the sooner they realize this the more at ease their hearts and nerves will be.

# COLORED MECHANICS FORM NEW JOINT UNION

### Meeting Last Sunday of Men Engaged in All Allied Mechanical Arts

### TO BE NATIONAL IN SCOPE

**Temporary Organization Formed to be Known as the National Association of Colored Mechanics, Building and Allied Trades.**

A meeting of men engaged in the allied mechanical arts was held last Sunday afternoon at 3:30 o'clock in the rooms of the National League on Urban Conditions, when a number of skilled artisans were addressed by Fred R. Moore of THE AGE.

The meeting was called by J. T. Clark, of the Urban League, working in conjunction with Robert W. Fearing, electrician, 85 Marion street, Brooklyn, and a local organization was formed for the purpose of combining the members of the various trades into a body which will promote the advancement of their individual interests. It is hoped through this organization that Negro mechanics will be able to present a statement of ability to employers of skilled labor in such a manner as to secure recognition and employment. An effort in this direction will be made in connection with the erection of the Y. M. and W. C. A. buildings which are to be erected by the general boards of these organizations for the colored branches. Trade school graduates will be requested to co-operate.

The local organization is to be perfected and it is intended that its scope shall be developed until it becomes a national body, with branches in all sections of the country. A temporary organization was effected with James P. Williams as chairman and Robert W. Fearing as secretary. It will be known as the National Association of Colored Mechanics, Building and Allied Trades. The following men were present and took part in the temporary organization: R. E. Simons, Chas. A. Johnson, Byron D. Allerton, Henry T. Scott, H. J. Thompkins, Stanley A. Miles, Alfred A. Zink, M. J. Shew, L. A. Latimer, Robert A. Braxton, George S. Dowell, J. H. Agard, J. E. Bell, Louis P. Cook, John R. Fearing, T. B. Matthias, Arthur Davis, Thomas Lucas, V. W. Tandy, Sinclair Jeter, Edward Alexander, S. Mills, Albert L. Lee, James P. Williams, R. W. Fearing, J. T. Clark and Fred R. Moore.

**Organize Permanently in June.**

The association will meet on the second Wednesday in June and perfect a permanent organization.

Addresses concerning the object of the meeting and the advisability of organizing were made by J. T. Clark, Alfred A. Zink, Robert W. Fearing and others. Among other things, Mr. Fearing said:

We are called together for the purpose of organizing the colored mechanics in the building and allied trades; to bring about a closer relationship among them; to awaken them to the possibilities now open to them; and to instill in them the absolute necessity of organization to accomplish their highest aims in their respective trades and businesses.

When we consider the disadvantages under which we labor, finding nearly every avenue in the industrial world closed to us, and an opportunity presents itself to place an efficient weapon in our hands to overcome these obstacles by means of an organization, we should consider it seriously and act wisely. Every other race, including those who have barriers thrown in their path of progress, have efficient organizations to assist them in their fight for their rights. So it must be with us. We command enough competent mechanics to, through organization, make ourselves an effective force in the distribution of industrial progress. Now is the time to strike out to organize solemly, solidly and effectively, to not only make make the way for us but for our posterity.

A markedly strong fighting spirit stirred up in us as the result of the attitude of the present administration toward us; the present wholesale industrial activities, as shown by our import and export trade figures, clearly show that the time is ripe for us to take determinate action as a body, to as strongly intrench ourselves in the vast mechanical field by demands as a body and by efficiency as workmen. By the close of this war when the expected millions of foreigners invade our country, we will not only be firmly implanted in the industrial activities that make this nation strong, but will have placed some of our conservative business men among the dictators of its industrial operations. All of this can and must be accomplished, but only by active and continued interest. I am enlisted in this fight for the period of my natural life. This thought has been uppermost in my mind for over twelve years. Every one of us has a desire to become a boss contractor and in 99 cases out of every 100 our present contractors were at one time mechanics and efficient men. Their progress was marked with more difficulties than we hope yours will be, for there is a strong organized body behind you. We shall encourage you to go into business and lend funds upon proper security wherever we can to aid you in the proper handling of your contracts. So far as we know this is to be the only organization, where our interests are pooled artisans engaged in the building and allied trades, and contractors, into one organization, where our intersts are pooled and where our individual interests will be best conserved. We shall organize the colored mechanics in those branches throughout the United States, establishing locals, where our mechanics are strong enough, making this the parent organization. We expect to make this parent body an assured success before branching out to establisn locals, but will accept memberships to the organization from efficient men in any locality until we can organize locals. By means of a bureau of inquiry we can keep in touch with the employer and employee and greatly assist in keeping our organization men at work at the respective trades. We hope to be able to place our trade school graduates at work as they are turned out from our trade schools year after year. When a call is made upon the headquarters for a mechanic we wish to supply first-class mechanics only.

# HUNDREDS OF BLACK MEN TAKING PLACES OF ALIENS IN "SUB"

The New York Urban League Supplying Demand in Part of Contractors for Citizens to Complete Mamy Tubes Now Under Way

### BUNDLE DAY FOLK ALSO HELP

**Despite Statement of Authorities That Colored Men Are Not Wanted Scores Are Being Put to Work Daily Because of Court's Ruling Against Foreigners.**

The contractors for the subways have been employing colored men in the place of the alien labor, which was recently disposed of through the decision of the Appellate Division of the Supreme Court of the State of New York. One hundred men were secured by the league for this work on Monday morning. Other men should apply to the league, where they can be engaged at a wage of from $1.75 to $2 per day.

The National League on Urban Con

ditions Among Negroes has received from the Bundle Day Committee of the Mayor's Unemployment Committee clothing for 600 persons. The clothes are mainly women's and children's wearing apparel. They consist of 250 women's suits, 250 skirts, 250 waists, 200 pairs of women's shoes, 200 full outfits for children, 300 hats, coats and vests for 150 men, and a number of overcoats and other men's wearing apparel. These clothes will be distributed to persons in need who apply to the league's office at 2303 Seventh avenue during the present week.

The men's shop which has been conducted by the league for the past three weeks is now giving men employment at the rate of 325 a day, and from 300 to 350 men are being turned away almost daily because the shop is not able to accommodate them. A total of $3,000 has already been received for the maintenance of the shop, and it is hoped that sufficient funds will be available to conduct it until industrial conditions improve.

# CONTRACTORS ON SUBWAY MAY IMPORT NEGROES TO HIT UNIONS

## Employers Take Advantage of Jobless Colored Workers in South to Fight New York Toilers Who Backed Alien Bill.

New York contractors are threatening to bring negro workers from the South to carry on the work of subway construction which has practically been brought to a standstill, rather than hire workers who now are in New York, who are citizens and who are out of work.

The contractors figure that they can bring the colored workers from the South, where wages are at rock bottom, and exploit them here sufficiently to cut under the cost of white workers who are residents.

The contractors do not intend to import organized negroes, of course. It is their plan to bring in unorganized members of the colored race.

Organized labor in New York will fight this move vigorously, it is announced. The fight will be, not against the negro workers, but against bringing in thousands of unorganized labor from other sections, while there are thousands idle in New York who are available for the work immediately.

Organized labor here knows that conditions in the South are so bad that the negroes are willing to work for the most meager wage in order to save themselves from utter starvation.

Owing to the ruling of the Court of Appeals that the Anti-Alien Law was constitutional, all work on the dual subway system was suspended yesterday. Labor leaders here declare that not a minute's delay need have been occasioned, were the contractors willing to pay $2 a day for such work, as upon demand, 10,000 strong workingmen who are citizens could be pressed into service.

While stating that negro labor is "much less satisfactory" than alien labor even, C. A. Crane, secretary of the General Contractors' Association, yesterday said that colored labor may be brought from the South for the work.

This new trick of the contractors to avoid employing union labor was not announced until the afternoon. It being Saturday, most of the union headquarters were closed, and no concerted action by organized labor could be arranged. It is safe to say, however, that an even more vigorous fight will be put up to prevent the importation of workers from the South than was made to have the law declared constitutional.

When the workers engaged on the subway reported for duty yesterday morning, they were met by foremen, who told them that until the citizenship of the men could be established they would not be permitted to continue work. Aliens will no longer be hired, in accordance with the court's ruling. About 10,000 men will be debarred from work.

### Senate May Repeal Alien Law.

(By Laffan News Bureau.)

ALBANY, Feb. 27.—The Senate next week will pass a bill repealing the labor law prohibiting the employment of aliens on public works, it was declared today after Governor Whitman announced that he favored the repeal of the law.

A bill was introduced last week by Senator George E. Spring of Chautauqua and will be reported early in the week for immediate passage by the Senate. Should Governor Whitman decide to send in an emergency message, the bill could be passed by both Houses and signed by the Governor before the end of the week. The Governor would do this if he were shown that immediate action is urgent, it is stated.

### NEGROES IN NEW YORK TRADES.

A correspondent writing to one of the New York dailies asks why the latter, in addition to its editorials against race separation in Minnesota Sunday schools and Washington street cars, did not say something against the exclusion of Negroes from work at trades in this city. The editor replied that the trades unions New York had no rules against permitting Negroes to join.

Whether the editor of the paper referred to is correct or not in what he says; this fact certainly stands out, Negroes do not work at trades in New York as they do in other cities, especially those farther south. It is a rare thing to see colored men working here at one of the standard trades such as that of carpenter and bricklayer. Whether this is due to obstacles put in their way by the local unions or to a scarcity of Negro artisans The Age would like to know.

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The Age would like to hear from readers who know from experience that colored artizans are not generally allowed to work at their trades in New York or the contrary.

New York Globe

FEB 10 1915

### Negroes in New York Trades.

Editor of The Globe, Sir—Some time ago I was talking to a Negro elevator boy in New York, who said that his father was receiving $2 a day as a dynamo tender with the electric light company in Washington, D. C., but that Negroes were not allowed to work at all at such trades in New York. I mentioned this to an instructor in Columbia University and he said that an instructor in some New York trade school had told him that it seemed useless to teach trades to Negroes in New York, since practically no trades were open to them.

I have read your editorials about race separation in Minnesota Sunday schools and Washington street cars. Since you are doubtless better informed on the condition of the Negro here at home, kindly tell me whether these conditions were correctly stated by the eleavtor boy and instructor mentioned above.

If so, would it not be well to write a series of editorials exposing these conditions and attacking those responsible for them?

Is it not probably true that Negroes would rather avoid Sunday schools and, in small cities, street cars altogether than to be deprived of working for wages in the higher trades? M. K.

New York, Feb. 7.

[The trade unions in this city have no rules against permitting Negroes to join.—Ed.]

Baltimore, Md.

N. Y. EVE. MAIL

AUG 2 1915

### LABOR SHORTAGE AND THE NEGRO

Shortage of labor, especially unskilled, as a result of the war, ought to have less effect in Baltimore and the South, where there is a supply of negro labor to lean upon. If some predictions concerning the extent of the shortage are borne out, the South may find at last a blessing in what it has heretofore viewed as a "problem" and the negro may come fully into his own. The following table shows the net gain for the years named in immigration over emigration:

| Year End. June 30. | Total Aliens Arrive. | Aliens Depart. | Net Gain |
|---|---|---|---|
| 1915..... | 434,244 | 384,174 | 50,070 |
| 1914..... | 1,403,081 | 633,805 | 769,276 |
| 1913..... | 1,427,227 | 611,924 | 815,303 |
| 1912..... | 1,017,155 | 615,292 | 401,863 |
| 1911..... | 1,030,300 | 518,215 | 512,085 |
| 1910..... | 1,198,037 | 380,418 | 817,619 |

It will be seen that for the present year ended June 30 we barely held even as compared with an excess of incomers of three-quarters of a million in 1914 and of more than 800,000 in 1913. So great a discrepancy is bound to tell on labor conditions particularly in sections where foreign labor is relied upon to steady the market and in undertakings calling for unskilled workmen that look to immigration to supply them.

There is difference of opinion as to what will be the ultimate effect of the war upon immigration to this country from Europe. One view is that rehabilitation of the ruin wrought by the war will create a demand abroad that will keep labor at home. Another view is that prosperous conditions here will act as a magnet, the drawing power which will be accentuated by the desire of Europeans to get out of the danger zone and evade the heavy tax burden the war will lay upon them and their children.

Whichever assumption is right, there seems certain to be a shortage of unskilled labor for several years to come except in States fortunate enough to have a plentiful local supply. The opportunity presented for the negro to fill the void promises to be an unusual one and he should prepare to take advantage of it. And this plain demonstration of his value should still further improve relations between the races.

# Contractors Plan to Put Laborers from South on the Present Contracts.

# ALIEN CASE RULING HITS 7TH AVE. TUBE

Contractors forced to halt subway construction work by the court decision barring employment of aliens to-day announced they may import negroes from the South—American citizens—as subway laborers.

Some delay on contracts already let is expected, the contractors said, but they do not expect any general tie-up of operations, according to Clarence A. Crane, secretary of the General Contractors' Association, who added that the importation of negroes probably would be started soon.

Subway building slackened to-day as a result of the Court of Appeals decision upholding the constitutionality of the alien labor clause of the state labor law.

The Interborough stopped work on the section of the Seventh avenue subway between Times Square and the Pennsylvania station. The Degnon Construction Company notified the Public Service Commission it would stop work on Monday on some sections on which it has contracts. Other contractors are expected to follow suit and thousands of workers will join the unemployed next week.

More than 19,000 men are employed in this construction work, 90 per cent. of the laborers, according to Clarence A. Crane, secretary of the General Contractors' Association, being aliens, and 50 per cent. skilled workmen.

The association at a meeting last night decided to obey the decision pending an appeal to the United States Supreme Court. This will mean the discharge of the aliens and the reorganization of each working force.